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# THE AMERICAN ELEVATOR AND GRAIN TRADE

Established 1882. Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3rd, 1879. Established 1882

PUBLISHED BY  
Mitchell Brothers Publishing Co.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

One Dollar Per Annum  
SINGLE COPIES, 15 CENTS

VOL. XXXVII

431 South Dearborn St., Chicago, Ill., March 15, 1919

NO. 9

YOU CONSIGNMENTS  
RECEIVE A WELCOME  
WHICH PROTECTS  
YOUR VERY OBJECT

**MCKENNA & RODGERS**

GRAIN

60 BOARD OF TRADE

CHICAGO

OUR EARNEST APPEAL  
ASSURES A GOOD DEAL

**TAYLOR & BOURNIQUE CO.**

Grain Merchants  
MILWAUKEE, WISCONSIN

WESTERN BRANCHES:

Chicago, Ill.  
Sioux City, Ia.  
Mason City, Ia.  
Marshalltown, Ia.  
Sioux Falls, S. Dak.

Elevator Capacity  
Milwaukee and Chicago,  
2,000,000  
Bushels

EASTERN BRANCHES:

New York City, N. Y.  
Boston, Mass.  
Philadelphia, Pa.  
Buffalo, N. Y.  
Pittsburgh, Pa.

Consignments Solicited. Quality and Uniformity. Track Bids—Sales to Arrive.

Buyers  
OF

**Clover**

AND

**Timothy  
Seed**

Mail Samples for Top Market Bids

**Milwaukee  
Seed Company**

MILWAUKEE, WIS.

Established 1877

**LANGENBERG BROS. GRAIN CO.**  
**GRAIN and HAY**

We Solicit Your Consignments

ST. LOUIS

MISSOURI

**THE ILLINOIS SEED CO.**

**GRASS SEEDS FIELD**

BUYERS

CHICAGO

SELLERS

Ask for Samples

Mail Samples for Bids

TIMOTHY, CLOVERS, ALSIKE, ALFALFA, MILLETS, RED-  
TOP, BLUEGRASS, SEED GRAIN, GRAIN BAGS, Etc.

**Carlisle Commission Co.**

(Established 1889)

**Hay and Alfalfa Meal Products**

736-738-746 Live Stock Exchange Building

KANSAS CITY, MISSOURI

(The World's Greatest Hay Market)

If you have Hay we want it—if you want Hay we have it. We have unequalled facilities, the largest established trade and outlet. Liberal advances on consignment. Kansas City handling charges the lowest, service the best.

Write Us Your Needs in Alfalfa Meal

Get Our Delivered Price

**The WAGNER**

Covers all markets. Ask for the weekly or daily issue. Has the largest circulation of any grain literature.

Stocks Grain E. W. Wagner & Co. Bonds Cotton  
Members New York Stock Exchange  
Members New York Cotton Exchange  
Members Chicago Board of Trade  
Continental & Commercial Bank Bldg.

**LETTER**

Established 32 Years

CHICAGO

**Courteen Seed Co.**

MILWAUKEE, WISCONSIN

**CLOVER and TIMOTHY  
SEEDS**

SPECIAL PRICES ON GRAIN BAGS

Write Us When Interested







# Diamond's Greater Efficiency Has Come to Stay

OUT from the stress of war-time production emerges a Greater Diamond—

A Diamond *super-efficient*—with tremendously increased capacity—its quality standards yet higher than ever before.

Just as the aeroplane industry, under the whip and spur of stern necessity advanced twenty years in two, so has Diamond leaped ahead along the path of progress.

Production precedents in every industry have been shattered—new standards have been established.

The brilliant achievements of Diamond Experts are *permanently incorporated* with Diamond products.

Diamond Grain Belts, so good before that they ranked second to none, have been still further improved. Our belt for elevating the grain has been given greater strength. The life of our horizontal belt has been materially lengthened.

Don't be satisfied with pre-war standards—*investigate Diamond*.

**The Diamond Rubber Co.**  
(Incorporated)

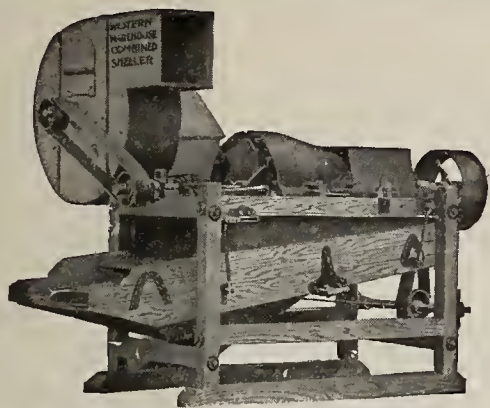
Factories: AKRON, OHIO

# Diamond

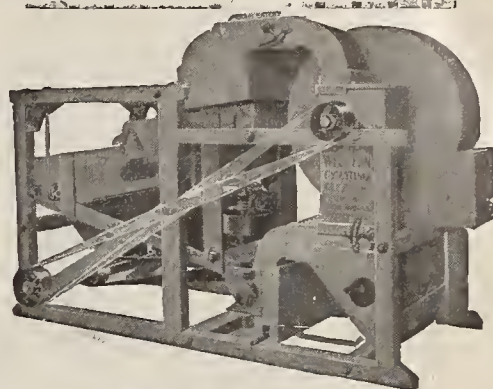


**BELTS—HOSE—PACKING**





"Western" Warehouse Combined Sheller



"Western" Gyrating Cleaner

# ELEVATOR EFFICIENCY PLUS

THE rugged construction and perfect design of all WESTERN ELEVATOR MACHINES make them the logical equipment to buy for modern grain elevators.



SATISFACTORY performance is maintained without excessive use of power. This point should command your attention.



WE OFFER a complete line of equipment which will satisfactorily meet your requirements, and have the facilities to serve you promptly and economically.

The worth of the WESTERN line is recognized in all sections of the country where grain is handled

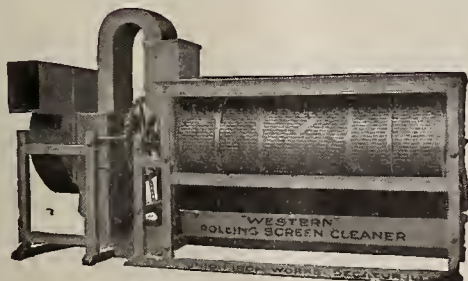
## UNION IRON WORKS

DECATUR - ILLINOIS

Complete Line of Shellers and Cleaners Kept at

1400-1402 West 12th Street

KANSAS CITY, MO.



"Western" Rolling Corn Screen Cleaner



"Western" Pitless Warehouse Sheller



# Two Mills In One City



HERE are two mills operating side by side in a good Minnesota town, one hundred twenty miles from Minneapolis.

The larger mill, a 1,000-barrel, up-to-date, long system one, enjoys good patronage, makes good flour, and probably a fair percentage of profit on the money invested.

The "Midget" Marvel mill runs in connection with a general flour and feed business and is a BIG PROFIT EARNER.

## "Flavo" (America's Community) FLOUR

For "Flavo" flour, which it makes, has a large sale in that community, both to the town people and to the country folk. Farmers come for miles around to get it, and farmers' wives are recognized flour critics.

This is only one of the hundred "Midget" Marvels in the Northwest alone which are right within the shadow of the largest mills and are daily meeting the keenest quality competition, and are making larger proportionate profits for their owners than other mills.

The reason is, the "Midget" Marvel has a new, improved process of milling and makes A BETTER BARREL OF FLOUR CHEAPER.

## AMERICAN "MIDGET" MARVEL MILL



If you are operating a long system mill now, you can decrease your operating costs, improve quality and yield, and turn a money loser into a good profit earner by installing a "Midget" Marvel mill.

Let us show you how. Use the coupon and write for the "Story of a Wonderful Flour Mill."

**The Anglo-American Mill Co.**

586-592 Trust Building Owensboro, Ky.

Mail This  
Coupon  
Today

Please send me the "Story of a Wonderful Flour Mill" and particulars of the Midget Marvel Mill Free.

Name.....  
Address.....  
Town.....  
State.....  
586-592





# Place Poultry Feed Orders Now!

*High  
Quality  
Guaranteed*



# SUCRENE Poultry Grain Feeds

Our big new elevator and our facilities for manufacturing poultry feeds were not impaired by the recent fire at our Peoria plant. Our capacity for producing these feeds is 10 cars per day and we solicit car load orders on assurance of prompt delivery.

## THERE'S MORE POULTRY TO FEED IN 1919 THAN IN ANY PREVIOUS YEAR

Everywhere,—in city, town and country—poultry men have been busy at government request and under the influence of high prices. The bulk of the poultry feed business is in the grain feeds.

Sucrene Poultry Grain Feeds are famous for being composed of clean, sound grains, for careful mixing and milling. They combine all the requisites of selling success—Quality, Popularity, Complete Line, Steady Demand, Low Selling Cost, Good Profits.

Our line of grain feeds for poultry meets every demand of your trade. It includes: Sucrene Scratch Feed, Cluck Scratch Feed, Tip Top Scratch Feed, Sucrene Chick Feed, Tip Top Chick Feed. Quality and Service is our motto—and a profitable business asset to you.

Let us have your order for a mixed car at once.  
It will give you the "inside track" on the demand for  
every class of poultry feeds.

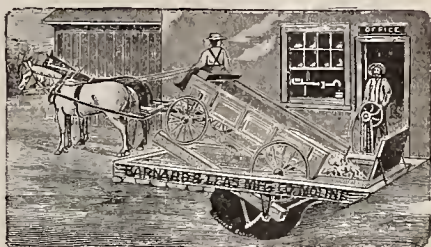
## AMERICAN MILLING COMPANY

Mills: Peoria, Ill. Owensboro, Ky.  
Branches: Philadelphia, Pa. Cleveland, Ohio. Boston, Mass.  
Address Main Office, Peoria, Illinois.



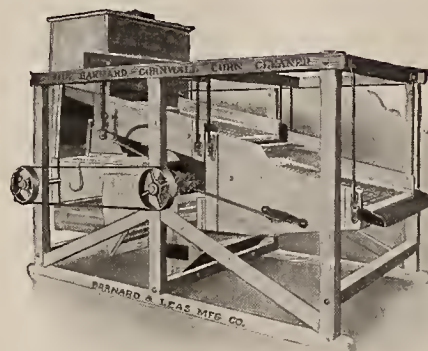
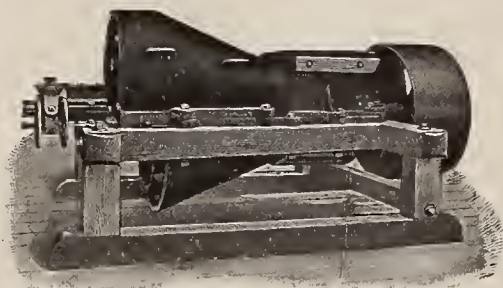
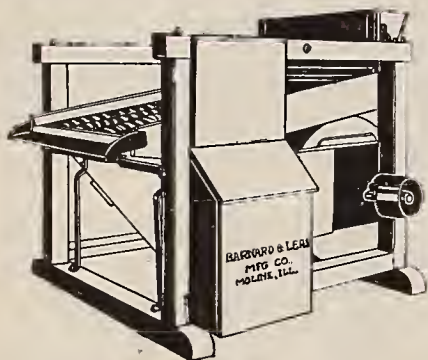
# ELEVATOR MACHINERY

Design and details perfected by years of experience. Tools and equipment adapted to the quick and economic manufacture of these specialties.



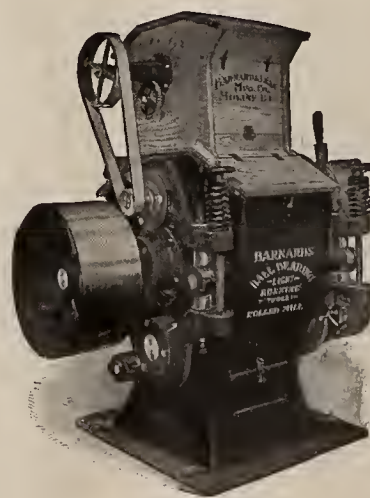
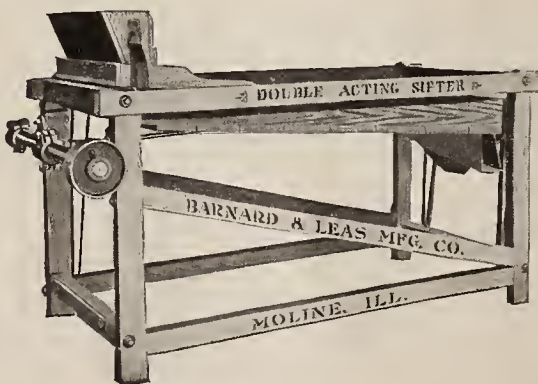
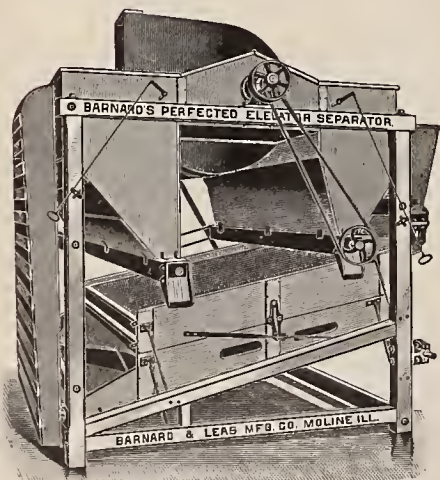
## Buy Direct of the Manufacturer

He's the man who keeps the price down



## Many Articles Made Not Shown Here

*But will be found in large catalog  
Please write for it.*



# BARNARD & LEAS MFG. CO.

## MILL BUILDERS AND

## MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.





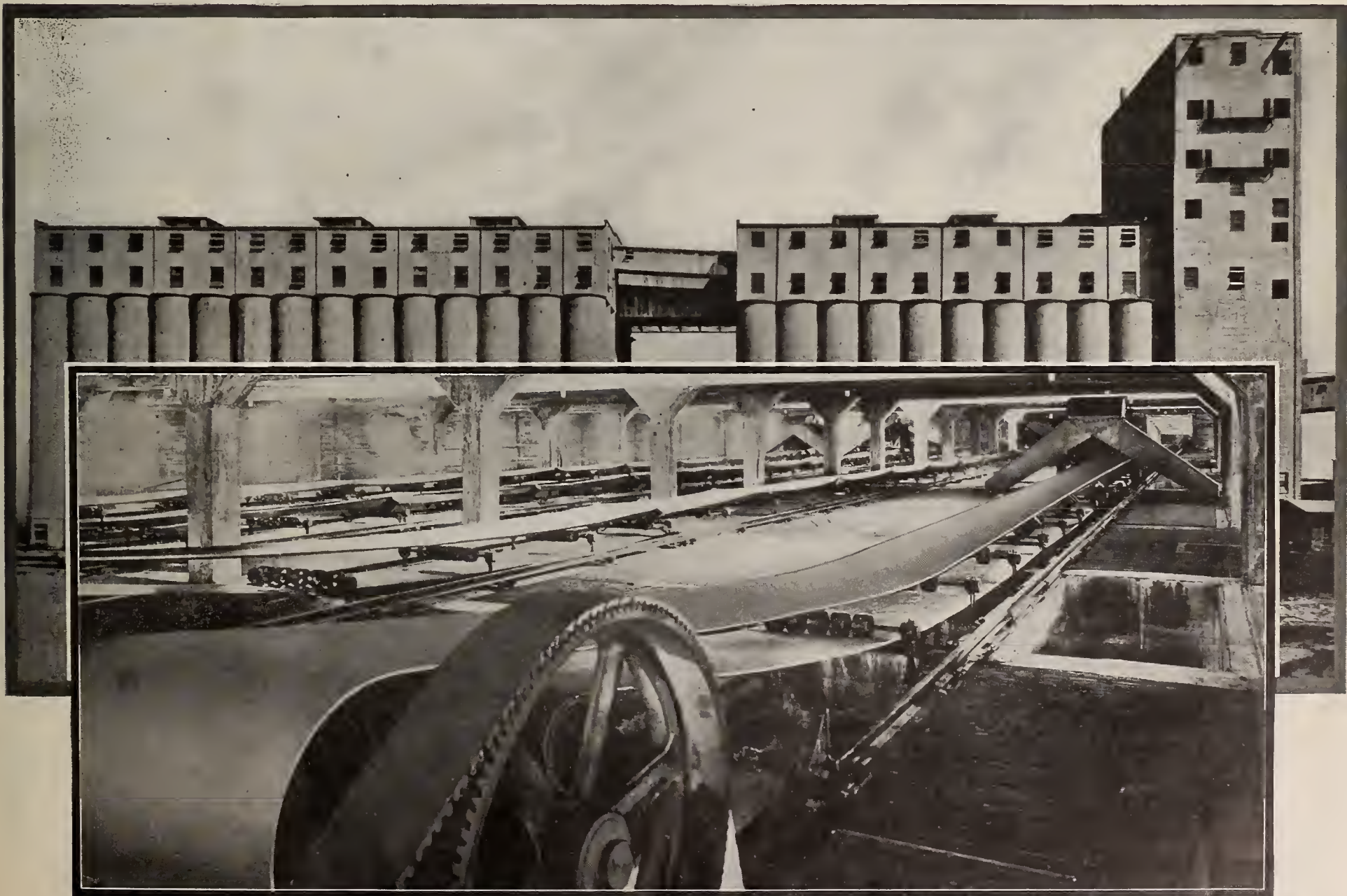
# Conveyor Belts

THOUSANDS of the elevator and conveyor belts now in service in the Elevators of North America are the products of the six Mechanical Rubber companies that have been consolidated in the world's largest rubber manufacturing company.

We would kindly ask you to take advantage of their now combined efforts when you are again in the market for a Conveyor or Elevator belt by favoring us with your inquiry.

## United States Rubber Company

Mechanical Goods Division





THE MILL BEHIND

*Ankorite*STEEL  
DRIVE  
POSTS

## The FENCING SEASON IS HERE

All war restrictions are now removed—three delayed seasons of fencing will be done this Spring—many farmers are already building fence. This is your golden opportunity to profit by the increased demand for

*Ankorite*  
STEEL FENCE POSTS

**ORDER NOW**

if you have not already done so—  
Get the Exclusive Sales Rights before it is too late.

EFFECTIVE DEALER CO-OPERATION

Write for Full Details Today

**CALUMET STEEL COMPANY**

Established 1907

208 S. La Salle St.

Dept. 20

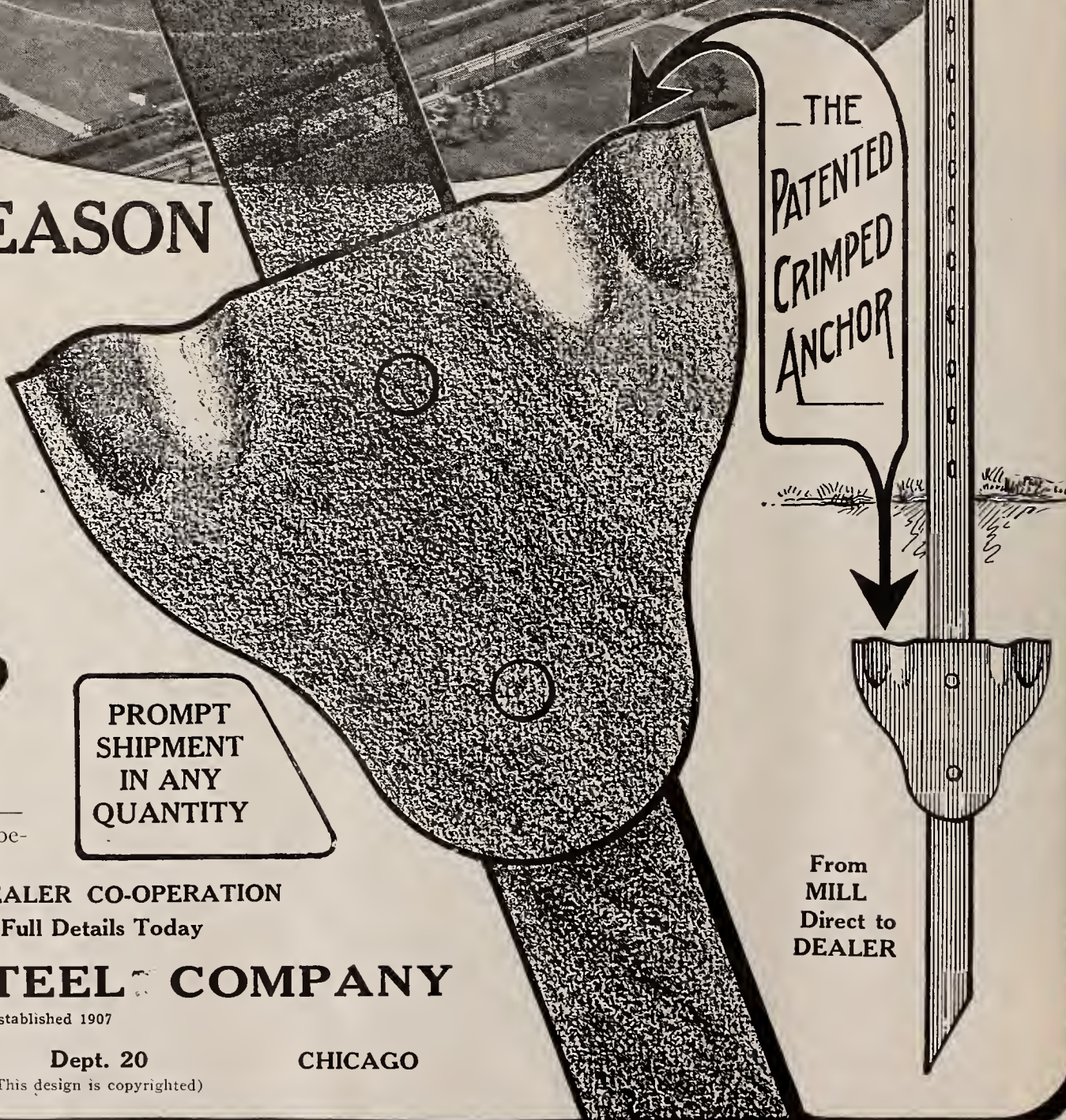
CHICAGO

(This design is copyrighted)

PROMPT  
SHIPMENT  
IN ANY  
QUANTITY

—THE  
PATENTED  
CRIMPED  
ANCHOR

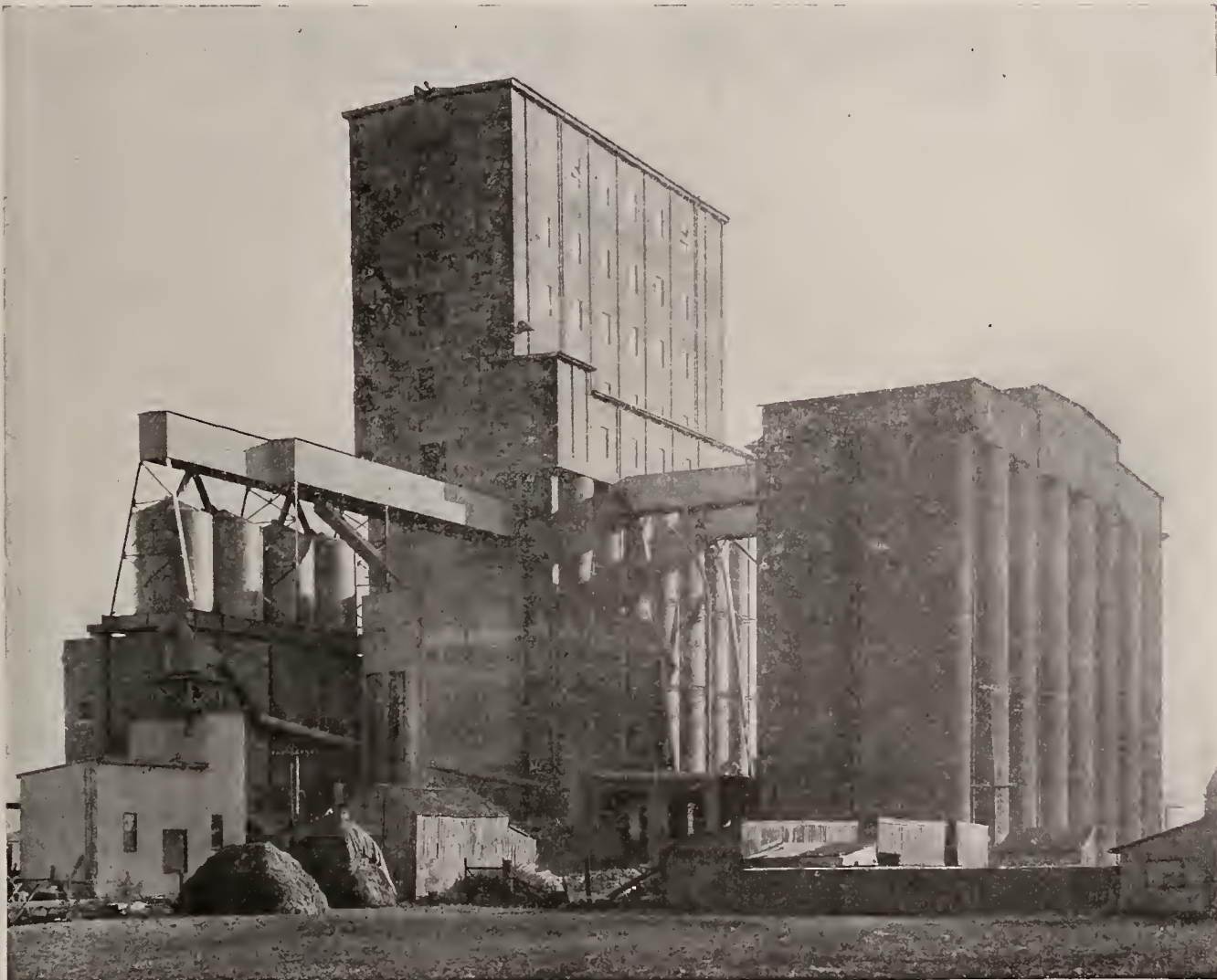
From  
MILL  
Direct to  
DEALER





# KENTUCKY'S

## Largest Elevator



### *We Can Now Serve You Best*

Shippers to and by way of Louisville will be interested to learn of the completion of our main work house, destroyed by fire two years ago, giving us a total capacity of 650,000 bushels.

Our plant as it now stands is entirely fireproof, built of reinforced concrete throughout. It is equipped with the most modern and efficient grain-handling and grain-cleaning machinery, a drier with a daily capacity of 40,000 bushels, a bleacher, and has ample facilities for loading and unloading. Our fast working house and plant is ready and prepared to handle a large volume of grain.

Ship us your corn to dry and store.

### The Kentucky Public Elevator Company

Louisville, Ky., U. S. A.



# A BIG SELLER

The ease and economy with which SCHUMACHER FEED supplies the maintenance or carbohydrate part of the dairy ration makes it the ideal feed for you to handle in connection with BIG "Q" the popular Protein feed.

Dairymen have found that these two feeds when fed in combination, to be the logical, economical feeds for maintenance and large milk production.

## SCHUMACHER FEED

is the fastest and biggest selling feed in the world—partly because it is the most widely advertised feed, but principally because it is the best "all 'round" feed. Your customers can profitably feed it the year around to cows, steers, hogs and poultry.

If you are not **handling** and **pushing** SCHUMACHER FEED in connection with BIG "Q" DAIRY RATION you are losing opportunities for all year 'round profits. These two feeds will bring customers to your store. They are the winning combination which will insure satisfaction to your trade and increased profits for you.

Write for quotations TODAY.

**The Quaker Oats Co.**

Address CHICAGO, U. S. A.



# FUL-O-PEP

POULTRY FEEDS

We have just put out a new line of Poultry Feeds that are proving a sensation in the poultry field: FUL-O-PEP DRY MASH; FUL-O-PEP SCRATCH GRAINS; FUL-O-PEP CHICK FEED; and FUL-O-PEP GROWING MASH.



# GOING STRONG!

**Mr. Dealer:**—If you are not yet handling BIG "Q" DAIRY RATION you have overlooked one of the best sellers and best business builders in the feed business.

It is already in the front rank of dairy feeds—and well in the lead.

It is selling as well (although on the market only a short time) as any other dairy ration, and better still, it is bringing back feeders who are doubling and trebling their first orders.

The answer is—RESULTS. It is the last word in a "down-to-date" high protein dairy ration, and consequently a drawing card for the dealers handling it.

## THE **Q** DAIRY RATION

*is different from all other protein dairy feeds*

It was brought out to meet a demand for a high protein mixture having a wider variety of ingredients and possessing the highest quality of protein content—a feed that combines the five essentials of an ideal ration.

These are: PALATABILITY, DIGESTIBILITY, NUTRITION, VARIETY, REASONABLE COST. It is filling that demand and producing surprising results.

If you want to be in the front rank in the feed business, in your section, get BIG "Q" and push it. When sold in combination with the old reliable carbohydrate feed SCHUMACHER—you can "cinch" the feed business in your locality.

Write and ask us how we can help you do it. WRITE TODAY.

**The Quaker Oats Co.**

Address CHICAGO, U. S. A.



**QUALITY**

# FUL-O-PEP

POULTRY FEEDS

If you are not handling these poultry feeds you are losing a profitable part of the feed business. Our extensive advertising campaign is creating a big demand for these new and BETTER feeds. Add them to your line.



**Look at a map and you  
will see why you should  
consign your grain to**

**CAIRO**

**Ask for bids if you are  
not getting Cairo  
bids daily**

**H. S. Antrim & Co.**

**Cairo Elevator & Mill Company**

**Chas. Cunningham & Son**

**W. G. Cunningham**

**Halliday Elevator Company**

**H. L. Halliday Milling Company**

**Samuel Hastings Company**

**Hastings-Stout Company**

**Magee-Lynch Grain Company**

**Pink & Co.**

**Roberts Cotton Oil Company**

**Thistlewood & Co.**



# CINCINNATI

## THE NATION'S HAY CENTER



**C**INCINNATI is the ideal center for the hay trade. Railroad facilities could not be better. Trunk lines run from all the adjacent hay growing states to this city, thence lead to the consuming section of the South and East, assuring quick returns and conditions favorable to top prices at all times.

Under the "square deal" plugging system the grade of hay can be established to an absolute certainty. There is no chance of change in the price originally quoted and all dissatisfaction, complaints and subsequent inspections are eliminated. Shippers are protected and get what the hay is honestly worth and all that it is worth.

Look at the map and market your hay through any of the following responsible members of the

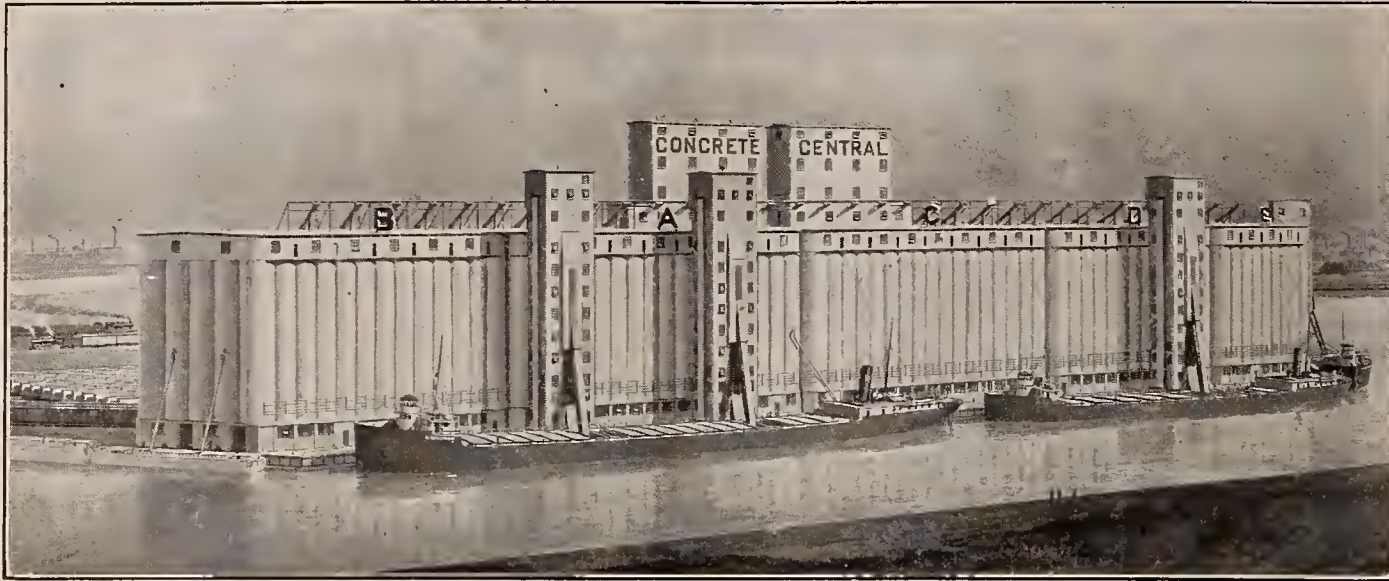
### Cincinnati Grain & Hay Exchange

Brouse-Skidmore Grain Co., The  
Mutual Commission Co., The  
Early & Daniel Co., The  
Fitzgerald Bros. Co., The  
De Mollet Grain Co.  
Eikenberry-Fitzgerald Co., The

Blumenthal, Max  
Gowling, Alfred  
Costello Grain & Hay Co., The Joseph F.  
Gale-McMillen Hay Co.  
Dorsel Grain Co., The

Cleveland Grain Co., The  
Granger, Dan B., & Co.  
Bunting & Hill Co., The  
Cross Co., The D. O.  
Gray & Co., Ralph  
Bender, A.





CONCRETE-CENTRAL ELEVATOR, CAPACITY 4,500,000 BUSHELS

THESE "MONARCH ELEVATORS" make it possible to handle expeditiously and economically Buffalo's 200,000,000-bushel Grain Business.

Houses of "Monarch" construction are excelled by none in design, arrangement, and economy of operation.

*Other "MONARCH" Elevators in Buffalo and Vicinity*

**Wheeler  
Monarch  
Connecting Terminal**

**Kellogg  
Buffalo Cereal Co.**

**Superior  
Geo. J. Meyer Malting Co.  
Shredded Wheat Co.**

CONSULT US BEFORE BUILDING

## Monarch Engineering Company

*Engineers and Contractors*

**Buffalo, N. Y.**

### FUMIGATION METHODS

By Prof. W. G. Johnson  
A complete and practical treatise, fully  
illustrated PRICE, \$1.00.  
Mitchell Bros. Pub. Co. - Chicago



### Paint That Saves Most Money

Dixon's Silica-Graphite Paint is the LONG-EST SERVICE paint. That is to say, it lasts twice as long as cheap paints, thus saving in labor and material. It is the most water-repellent paint known.

### DIXON'S Silica-Graphite PAINT

is made in First Quality only. It has a reputation of over Fifty Years. Recommended and widely used for metal and wood surfaces.

Write for Booklet No. 17-B and long service records.

Made in Jersey City, N. J., by the  
**JOSEPH DIXON CRUCIBLE COMPANY**

ESTABLISHED 1827

### Transit Leaks

are unknown to the grain shippers who use

## KENNEDY Car Liners

Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

### The Kennedy Car Liner

is the only device offered the grain shipper that makes a car Leak-Proof. Cheap—Modern—Profitable. Write now for particulars.

**THE KENNEDY CAR LINER & BAG CO.**  
Shelbyville, Indiana, U. S. A.

SEE THAT YOUR CONTRACT CALLS FOR

## THE CUTLER MEAL DRYER



SOLD BY ALL  
MILL  
FURNISHERS

Not An  
Experiment

All Metal Steam Dryer

### IN SUCCESSFUL USE 40 YEARS DRYING

CORN MEAL, HOMINY, BREWERS' GRITS AND MEAL, AND ALL CEREAL PRODUCTS. ALSO SAND, COAL DUST, GRAPHITE, CLAY, ORES, ETC.

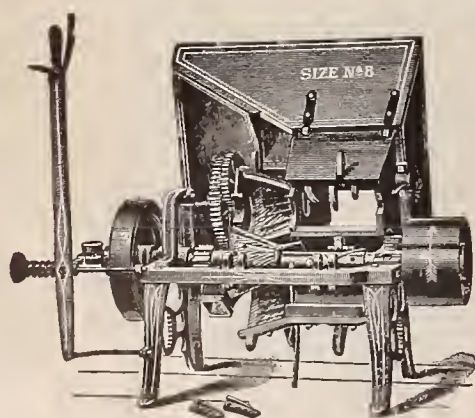
Automatic in operation, requiring no attention

**THE CUTLER CO., North Wilbraham, Mass.**

CATALOG ON REQUEST

## Make Feed Grinding More Profitable!

### Bowsher's "Combination" Mills do this



Mill opens like this in six minutes.

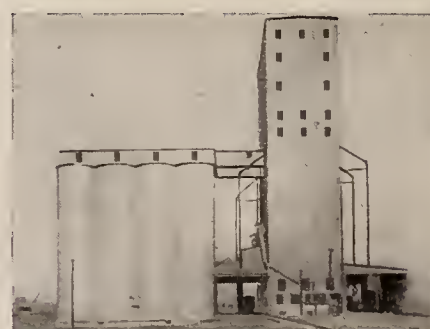
Because their large capacity, cone-shaped grinders and positive self ear feeders are properly designed to direct every ounce of power energy to the actual reduction of the grain.

Crush and Grind ear corn, husked or unhusked, alone or mixed with any kind of small grain in any desired proportion. Reduce the material to any fineness desired for feeding purposes.

11 Sizes, 2 to 25 H.P.  
Sold with or without Sacking Elevator.

**The N. P. Bowsher Co., South Bend, Ind.**

## CLEAR the DECKS—Now for 1919



Kansas City Southern Ry. Terminal Elevator

We have never entered into any year better equipped to serve our patrons than 1919 finds us. Our engineering and construction organization is at the top notch of efficiency.

Consult us for large or small elevators, flour mills, warehouses, etc., etc.

*We build in concrete or wood.*

## Burrell Engineering & Construction Co.

WEBSTER BUILDING

CHICAGO, ILL.





Canadian Government Railway's Elevator and Gallery System, St. John, New Brunswick.

Recently Completed

Capacity 500,000 Bushels

Designing and Consulting Engineers for Entire Work

**JOHN S. METCALF CO., Limited**

GRAIN ELEVATOR ENGINEERS

54 St. Francois Xavier Street, Montreal, Canada 36 Southampton Street, Strand, London, W. C. England 395 Collins Street, Melbourne, Australia 108 S. LaSalle Street, Chicago, Ill.

## THE RECORDS

of the

### Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills or Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished free of charge by this office, on request.

**Mutual Fire Prevention Bureau**  
OXFORD, MICHIGAN

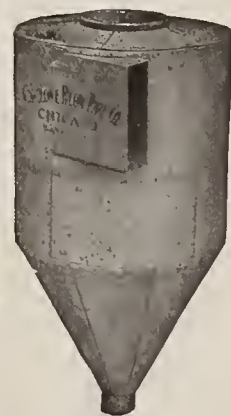
## BLAYLOCK & KNAPP STEEL CONTRACTORS

Monadnock Block

CHICAGO, ILL.

*All classes of Steel and Iron Work designed, delivered  
and erected complete.*

We furnished the steel and iron work for the following recently constructed grain elevators and mills: C. & N. W. Ry. Elevator, Council Bluffs; Kentucky Public Elevator, Louisville; American Milling Co., Peoria; Municipal Grain Elevator, Portland, Ore.; Rosenbaum Bros.' Feed Mills, Chicago, etc.



*Let Us  
Tell You  
HOW*

## Start the Spring Right

by installing a  
Cyclone Dust Collector

You've never made a wiser, better or more profitable investment for your elevator business.—Write.

**CYCLONE BLOW PIPE CO.**

2542-52 Twenty-first Street, Chicago, Ill.

Complete new systems installed on modern plans and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

**Elwood's Grain Tables,** A book needed by every miller and grain dealer. It shows the value of any number of bushels or pounds of wheat, rye, oats, corn or barley at any given price from 10 cents to \$2.00 per bushel. Cloth bound, 200 pages. Mailed on receipt of price, \$1.25, by MITCHELL BROTHERS PUBLISHING CO., 431 S. Dearborn St. CHICAGO



## It Will Last

Reinforced concrete. Built for heavy floor loads.  
Uses the daylight. Tracks arranged right.

**"Macenco Results"**



1500 barrel Mill, 300,000 bushel Elevator and  
500 H. P. Diesel Power Plant of the Kansas  
Flour Mills Company, Great Bend, Kansas.

**Macdonald Engineering Company**

53 West Jackson Boulevard  
CHICAGO

## Build DEPENDABLE Storage

In getting ready to help Uncle Sam care for his  
record wheat crop of 1919 build dependable storage.

Dependable storage means monolithic concrete stor-  
age. And the best concrete storage that can be built  
is built by the POLK SYSTEM.

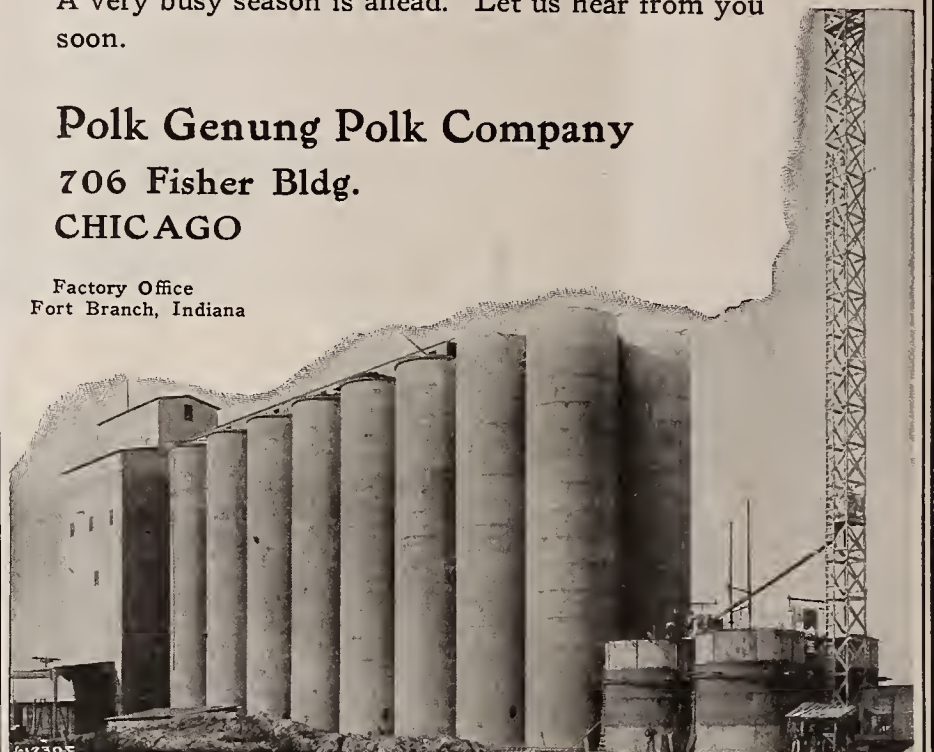
The Polk Genung Polk Company will build your  
storage on contract, or will sell you equipment and  
let you build bins as your needs increase.

A very busy season is ahead. Let us hear from you  
soon.

**Polk Genung Polk Company**

706 Fisher Bldg.  
CHICAGO

Factory Office  
Fort Branch, Indiana

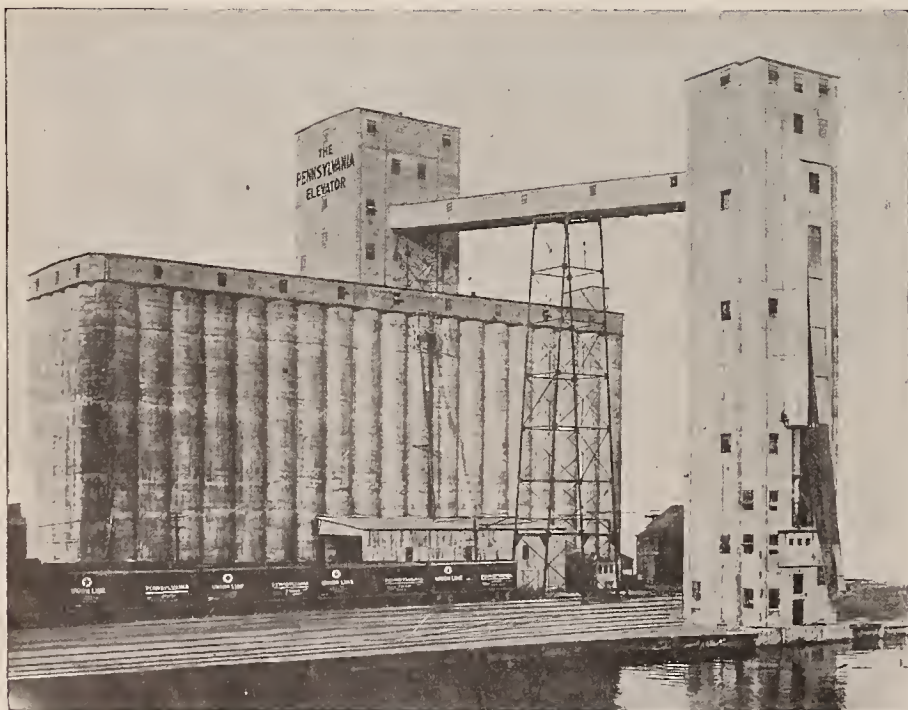


## FOLWELL-AHLSSKOG CO.

**Engineers and Contractors**

*Designers and Builders*  
OF

Grain Elevators, Flour Mills, Industrial Plants, and other  
Engineering Works



PENNSYLVANIA RAILROAD COMPANY ELEVATOR, ERIE, PA.

1,250,000-bushel Concrete Workinghouse and 25,000-bushel Marine  
Tower. Reinforced Concrete. Latest improvements. Write us for  
designs and estimates.

2051-6 McCORMICK BUILDING, CHICAGO

## PETERBORO ONT. PLANT THE QUAKER OATS COMPANY

DESIGNED AND BUILT BY  
CANADIAN LEONARD CONSTRUCTION Co., LTD.



**LEONARD CONSTRUCTION COMPANY**

ENGINEERS and  
CONSTRUCTORS

McCORMICK BLDG.  
CHICAGO

WHITEHALL BLDG.  
NEW YORK

*We Invite Your Inquiries*



**TWO MILLION BUSHEL FIRE PROOF  
RECEIVING ELEVATOR**

FOR

**Washburn-Crosby Company**  
Minneapolis, Minn.



*Write us for designs and estimates*

We Design and Build Elevators, any type of construction, in any part of the World.

**JAMES STEWART & CO., Inc.**  
GRAIN ELEVATOR DEPARTMENT

Fifteenth Floor of Westminster Building

CHICAGO, ILL.

W. R. SINKS, Manager

Chicago & Northwestern Railway Company's New  
Reinforced Concrete Grain Elevator Being Built  
at Council Bluffs, Iowa, for the Updike  
Grain Company of Omaha, Neb.



Our experience covers every branch of grain elevator  
building work as well as any type or style of construc-  
tion to meet requirements in any locality.

*Designs and estimates promptly furnished.*

**Witherspoon-Englar Company**

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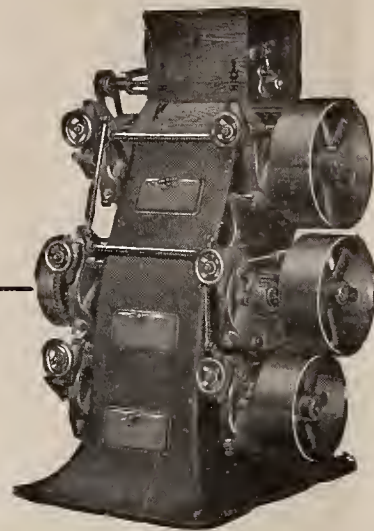
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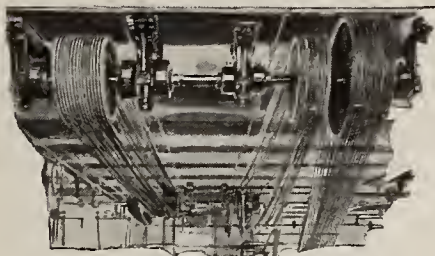
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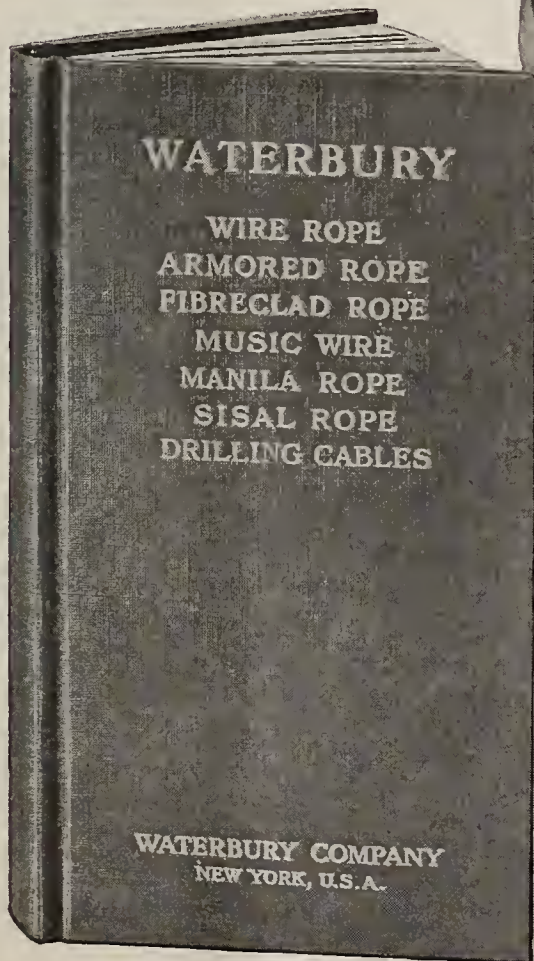


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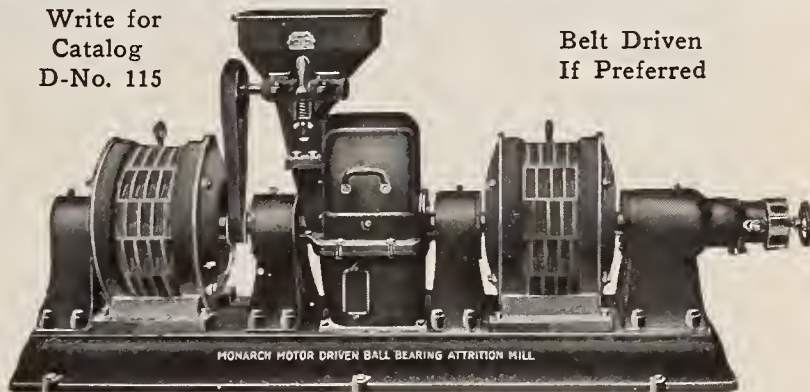
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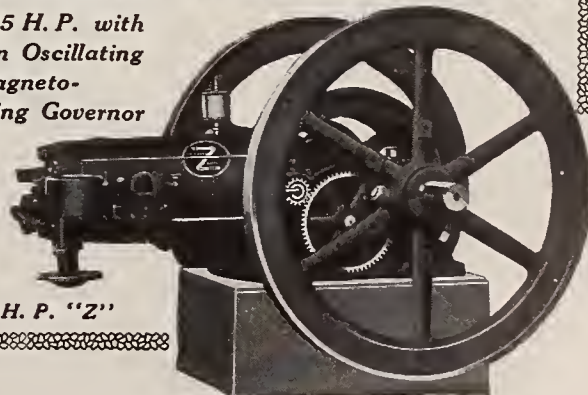
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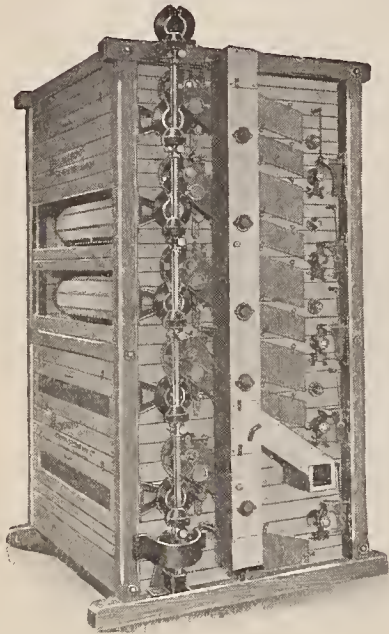


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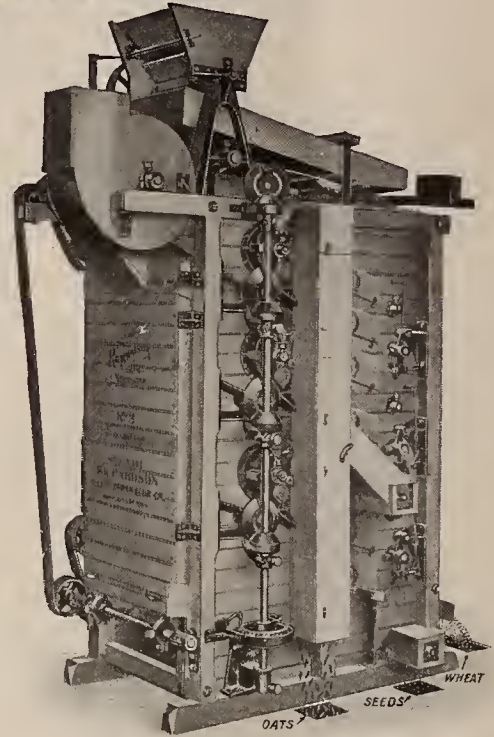
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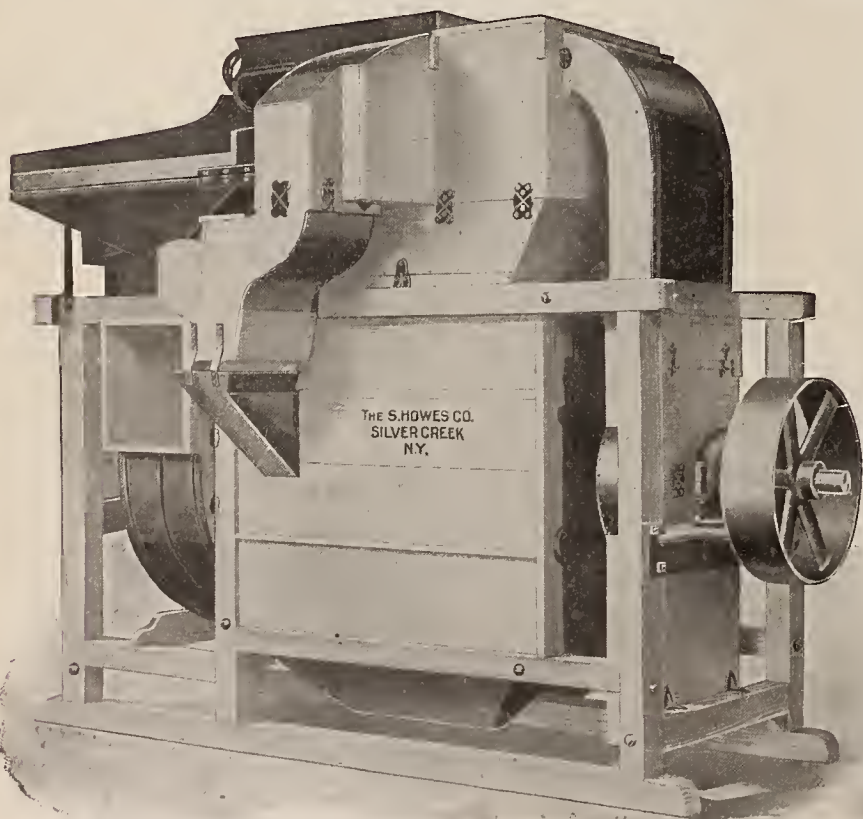
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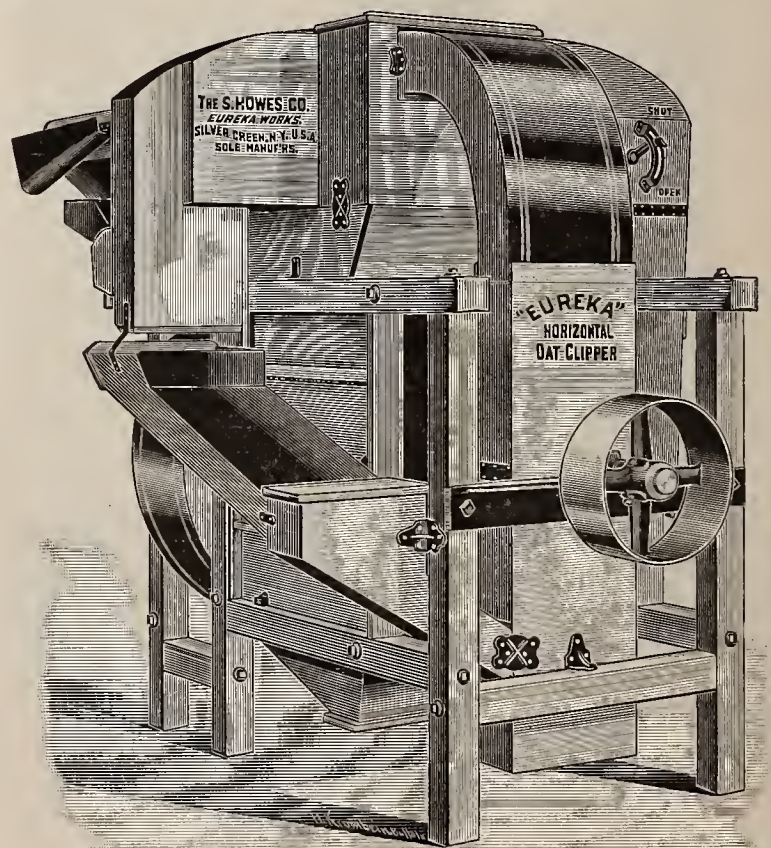
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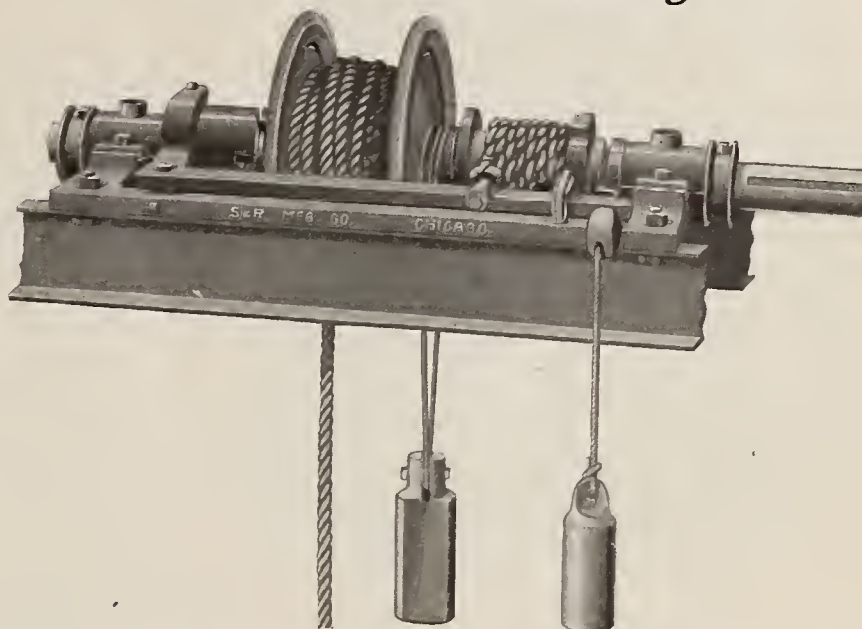
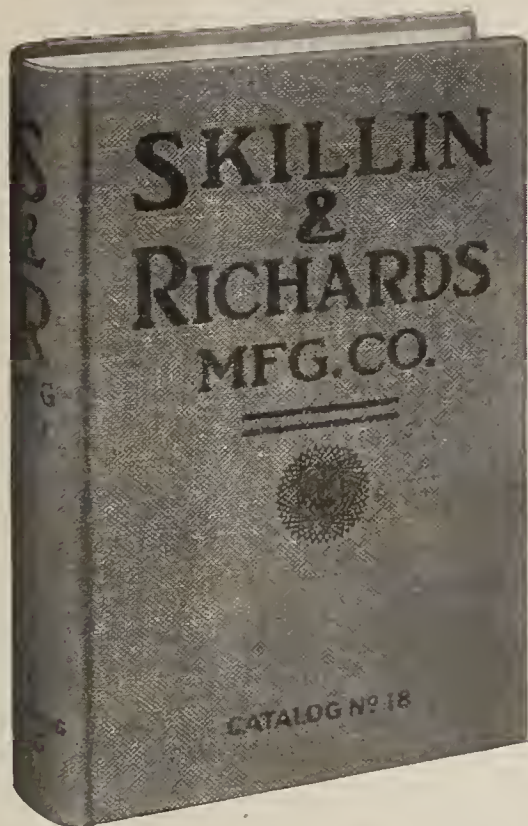


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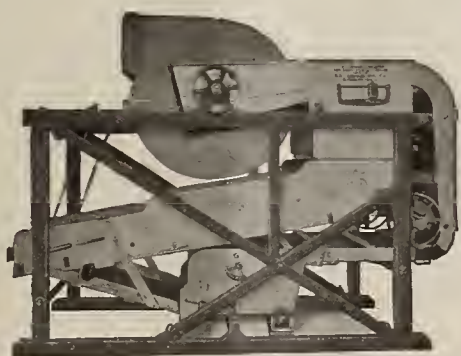


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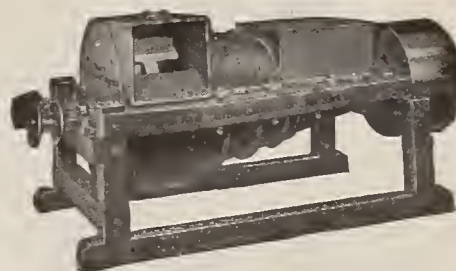
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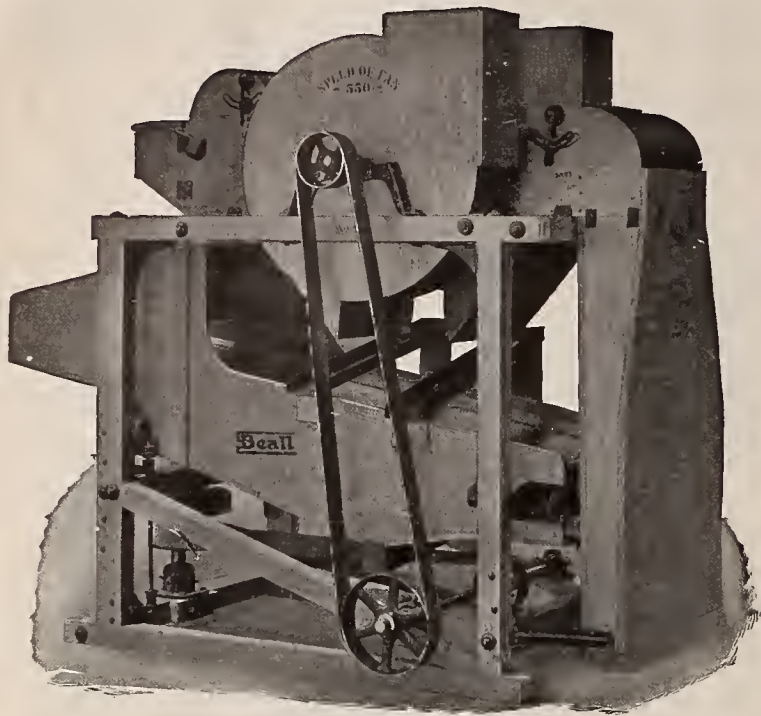
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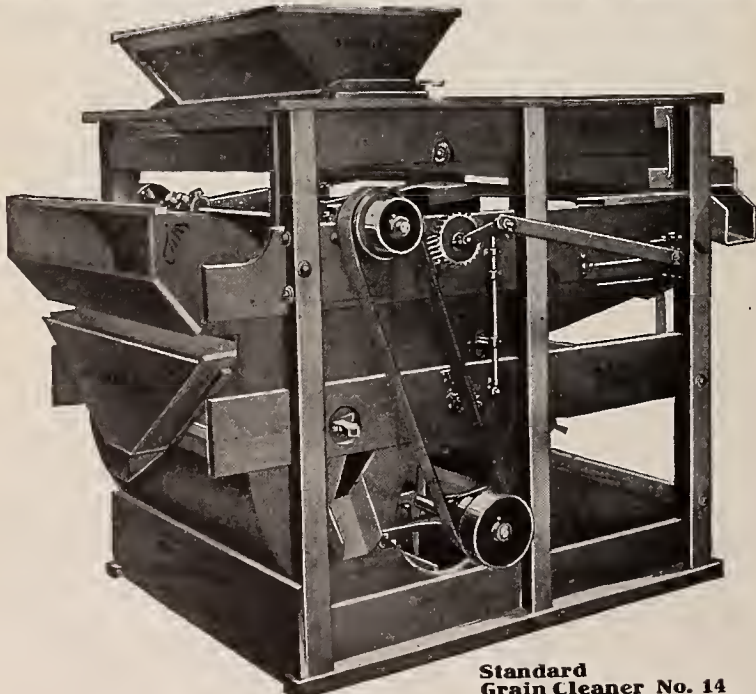
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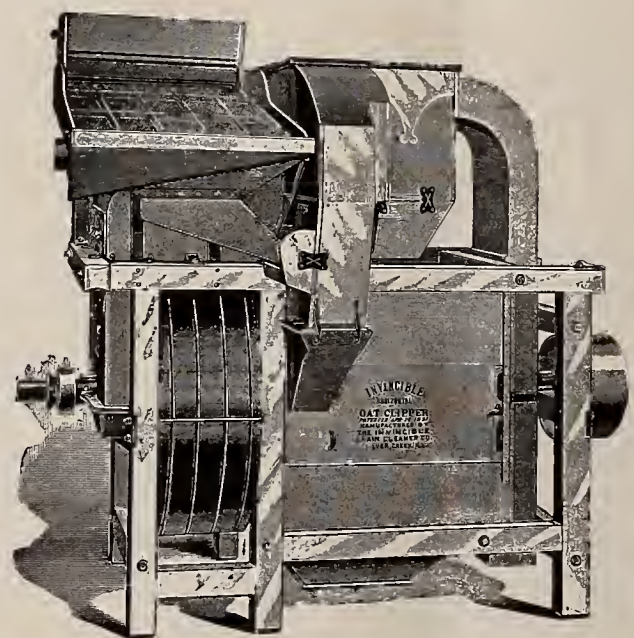
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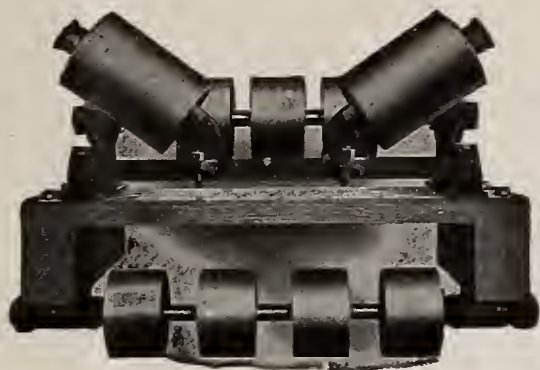


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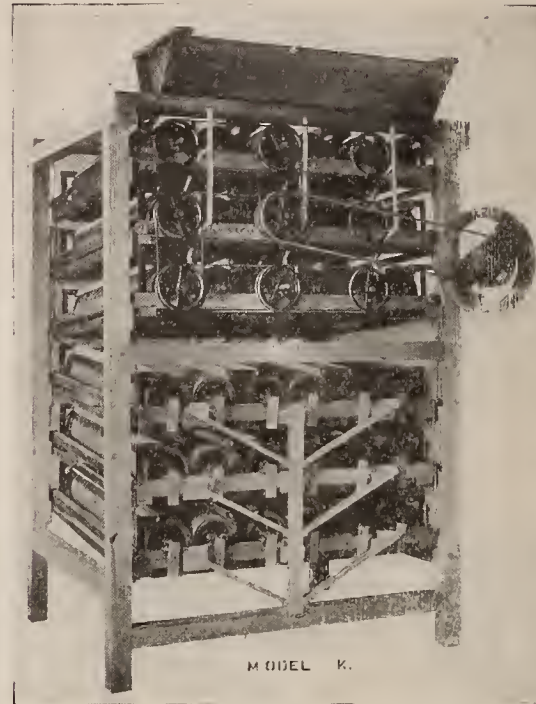
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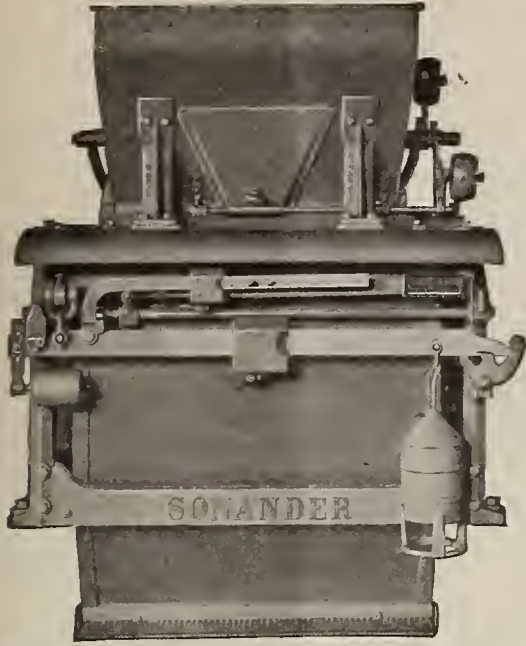
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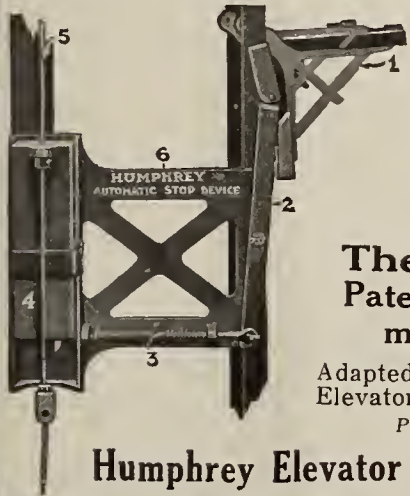
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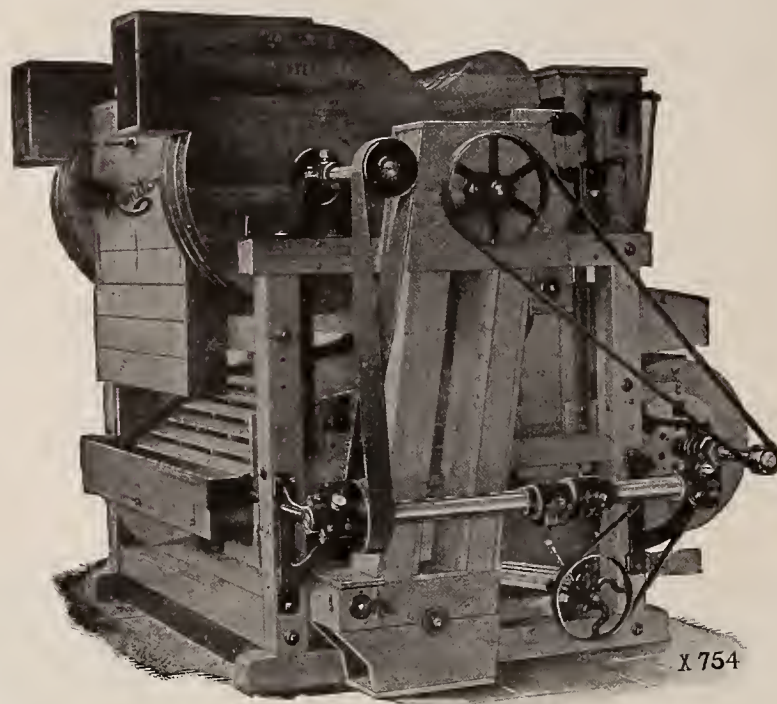
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Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

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Subscription price, \$1.00 per year.

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Established in 1882.

VOL. XXXVII

CHICAGO, ILLINOIS, MARCH 15, 1919

NO. 9

# New Kentucky Public Elevator Open for Business

## Construction and Equipment of New Louisville Plant Offer Many Points of Interest—Power Plant of Old Elevator Saved from Fire

BY A. W. WILLIAMS

ON A BRIGHT Sunday afternoon in February, 1917, February 25, to be exact, fire swept the 900,000 bushel elevator plant of the Kentucky Public Elevator Company, at Louisville. The old plant was of frame construction, covered with corrugated iron, was probably the largest in the South, and annually handled a tremendous tonnage. It handled grain for a number of large local grain houses, and boasted a workhouse capacity of 500,000 bushels, and an additional tank capacity of 400,000 bushels. The blaze got well under headway before it was discovered. There was a high wind blowing, and efforts of the fire department were futile, they only being able to prevent the whole end of town from burning, and at that there was a considerable loss of nearby property and cars in the Illinois Central yards. The big workhouse was completely destroyed along with a large quantity of grain, the loss running into seven figures all told. The bleacher, power house, tanks and dryer were saved out of the wreck, but were considerably damaged. Fire from the workhouse played on the concrete tanks across switch tracks from the workhouse, and caused them to scale so badly that there was a steady shower of dropping concrete flakes or spalls for several weeks following the fire, and as the tanks cooled out.

Work of reconstruction didn't get started until September of 1917, as it took considerable time in making insurance adjustments, getting plans for the construction, contracts for material, etc. Today the company hasn't quite the workhouse capacity that it had before the fire. The concrete tanks were patched up, being concreted and worked over. They still have a capacity of 400,000 bushels. However, the present workhouse has a capacity of 250,000 bushels, as against a half million in the old one, making the total plant capacity 650,000 bushels as against 900,000 bushels at the time of the fire. The receiving capacity of the new plant is figured at 50 cars daily, and ship-

ping capacity is estimated to be about the same.

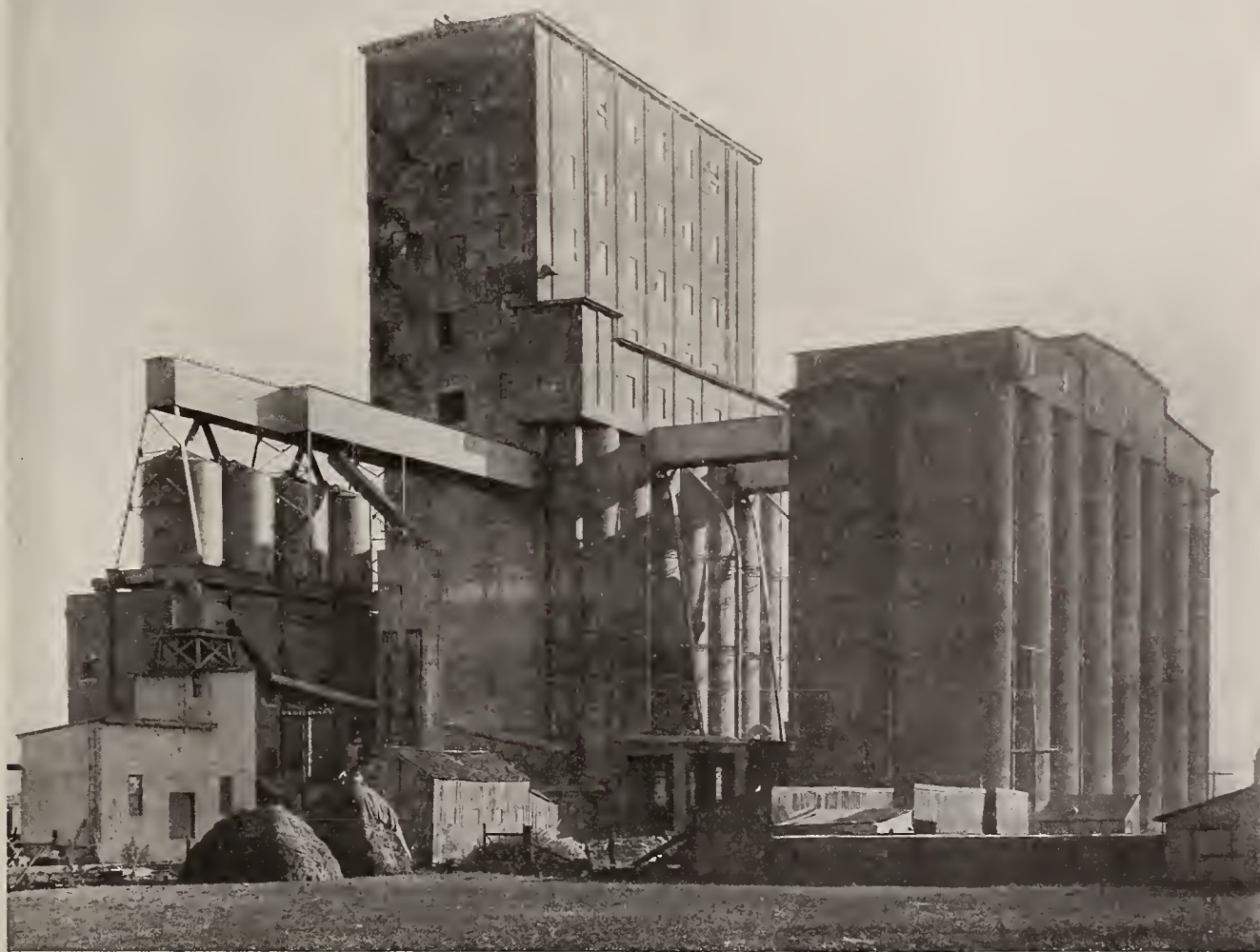
This plant was erected by the Witherspoon-Englar Company, of Chicago, well known milling and elevator engineers, and was erected on the basis of time, material, and a percentage on the job. The construction superintendent was Mr. J. D. Davidson, of Chicago. Owing to the stress of war conditions, a considerable amount of time was lost during the final weeks of construction due to inability to secure machinists, material, and labor needed to keep the work going. It had originally been planned to complete the plant in the fall of

the old one will run between \$25,000 and \$30,000 a year, and at the same time the new plant will materially reduce the cost of handling the grain, which had to be insured at a much higher rate while in the plant than it will today.

The general construction of the new plant is very much similar to that in the old house, which was claimed to be one of the sweetest running, and quickest operating elevators in the country, from the standpoint of rapid loading and unloading of cars without interference from either operation.

The new plant covers a space 56x106 feet, with-

out including the concrete loading and unloading sheds at the side of the building. There is a 12-foot basement, and a considerable amount of blasting out of solid rock had to be effected for the basement, boots, etc. There is a 25-foot working floor under the bins. The bins are 80 feet in height, with a 75-foot working floor at the top, making the plant 180 feet in height, with working space of 192 feet including the basement. The loading shed at the west side of the plant is 25 feet wide, extending the length of the plant, while the unloading shed on the east side is 60 feet wide, and extends the length of the plant. Four switch tracks enter the unloading shed, and two enter the loading side. The sheds are of concrete and steel, and equipped with metal "roll top shutters,"



NEW KENTUCKY PUBLIC ELEVATOR OF LOUISVILLE, KY.

1918, but the first car of grain handled in the new workhouse was unloaded on January 20, 1919.

Although the company has probably one of the most expensive elevators for its capacity in the country, figuring a cost of \$2 a bushel of capacity, still the new plant only carries an insurance rate of nineteen cents as compared with a cost of \$2.25 per each one hundred dollars of coverage before the fire. Rates of frame elevators jumped materially during the war due to the heavy and serious losses by fire, in some cases going as high as \$5.28, and ranging from \$3 upward. The difference in insurance alone on this new plant as compared with

which can be let down, thereby securely locking loaded cars at night, and prevent thieving from cars. In the upper work room are the scales, ganners, etc., spouting being done on an angle of 45 degrees. There is no under house loading or unloading systems used in this plant, all cars being placed in the sheds, and leaving more room for machinery on the lower working floor, which with a 25-foot height allows for better arrangement of machinery and handling than in the old house.

In unloading, the cars are emptied into one-car unloading pits, which lead to the boot, where the grain is picked up and carried to the bins by the



belt conveyors and elevators. A complete steel cable car pulling outfit, operating from six separate drums, is in service, and is utilized in handling cars on the six switch tracks entering the sheds. About 1,800 feet of  $\frac{5}{8}$ -inch wire rope is used on the six car pullers, and 1,600 feet of  $\frac{3}{8}$ -inch wire rope on tension weights at other points in the plant.

About a dozen belt conveyors are used in the plant, 24 to 36-inch six ply rubber belts being used, with a total length of about 2,500 feet, including the upper carrying belt and the corresponding lower return section. There are nine bucket elevators in all, using about 400 feet of 22-inch rubber, equipped with metal buckets. All pulleys, rope drive sheaves, etc., were supplied by the Webster Manufacturing Company, of Tiffin, Ohio. The Fairbanks Morse Company supplied six scales, each of 2,000 bushel capacity, and arranged with garner hoppers directly overhead. Fans and conveyors in the dryer are operated by electricity, two 100 horse power electric motors being supplied. The dust collecting system was installed by the Cyclone Blowpipe Company, of Chicago. Blaylock & Knapp, steel contractors, of Chicago, furnished all structural steel used in the plant, including stairs, railings, scale hoppers, machinery and belt supports, gratings, door frames, fire escapes, etc. The total amount furnished aggregated about six carloads, or 135 tons.

A complete intercommunicating system of telephones is installed, this system being so well ar-

struction period all the men that could be secured were kept on the job, the number varying from 100 to 175 men, there being an average of 50 to 60 carpenters on the job while forms were being constructed for pouring concrete.

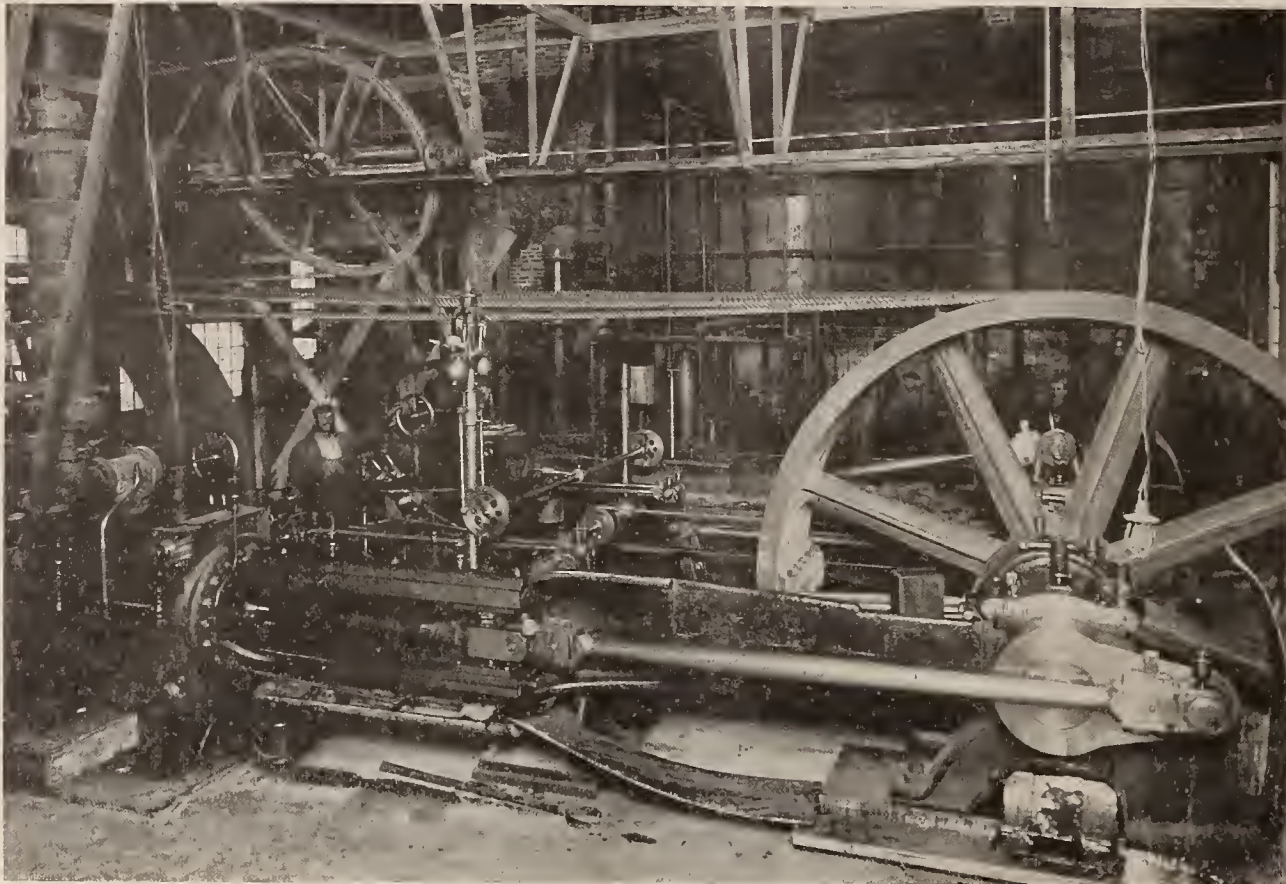
The equipment of the plant, in addition to that already mentioned, consists of Clarke Power

of the transmission rope was secured from two rope houses: The large sized "American" brand rope and some of the smaller rope was furnished by the St. Louis Cordage Company, of St. Louis, Mo., the balance from the Plymouth Cordage Company, of Boston, Mass.

The old power plant can hardly be classed as an old plant, as it is today equipped with the most modern machinery, and is running like a top. During the fire a falling wall damaged the engine governors, and a few small parts, but a  $2\frac{1}{2}$ -inch water line broke above engines, and kept the wreckage wet, with the result that the heat never reached the metal, and the engines are as good today as they were before the fire, while the boiler plant proper wasn't even heated up.

This power plant is divided into two sections; the boiler room is entirely separate from the engine room, there being a brick dividing wall. The power house proper is 90x45 feet, and about 25 feet high, being surmounted with a cupola principally for lighting. The engine room is equipped with two Cor-

liss Engines, made more than 25 years ago, there being a right hand and left hand engine, adjusted so that they can't reach a dead center, one engine leading the other. The fly wheel is grooved and carries 14 2-inch rope strands, which drive a similar wheel, which is connected to the jackshaft. The latter operates through a built-over tunnel to the lower floor of the elevator. In addition to the engines, the pumps, water heating plant, etc., take



POWER PLANT IN KENTUCKY PUBLIC ELEVATOR  
The Power Plant Was Saved from the Fire and the Old Engines Are Used

Shovels; Zeleny Thermometer System; and all-steel spouting. There is a 40,000-bushel Hess Drier, Monarch Grain Separators with daily capacity of 24,000 bushels, and a 60,000-bushel Reynolds Bleacher.

The company secures power for the entire plant from its old power house, which was repaired. The old steam plant had boilers of 800 horsepower, a 750 horsepower Corliss Engine, with direct driv-



ROPE DRIVES ON UPPER WORK FLOOR



ELEVATOR HEADS, KENTUCKY PUBLIC ELEVATOR



SCALE FLOOR

ranged that a great deal of time is saved by the weighers, and elevator operators, as well as the management in giving and carrying out orders.

A total of 14,000 cubic yards of concrete was used in the construction of the plant, and this is reinforced. Steel sash and wire glass is used in all windows, and about the only material in the plant that isn't absolutely fireproof is that used in the rope drives, belt conveyors, etc. Wood is an unknown quantity within this plant, which is about as close to being fireproof as human ingenuity and engineering brains has been able to devise. During the con-

ing shaft from power plant into workhouse. Inside of the workhouse large sheaved pulley wheels are coupled onto the shaft, and the drive throughout the entire plant is by rope. Two-inch, four-ply Manila rope is used in the main drive, there being twelve strands used, with a total of 1,293 feet of rope on engine drive to lower work floor and close to 3,000 feet of rope driving on main drive to the top of the workhouse. Machinery and conveyors throughout the plant are driven by rope drive transmission, with a total of about 4,500 feet of 2-inch and 12,000 feet of 1-inch rope altogether. All

up the engine room. The two engines have a rated capacity of 750 horsepower, and are operated together, although there was a period of six weeks a few years ago, when one engine was out of commission, and the entire drive was handled by its mate. This provided chances of getting on a dead center, and the one engine couldn't very well pull a full operating house.

The boiler room is equipped with three boilers, two having been in service for more than 25 years. These two boilers are of 225 horsepower each, making 450 horsepower in the battery. A third boiler



has a horsepower of 350, having been in operation about eight years. The boilers are all of the water tube type. The boilers are bricked in, steel jacketed, and insulated with asbestos. The twin boilers have large doors opening at both ends, which makes it comparatively easy to make repairs, etc.

The old company was organized in 1881 and capitalized at \$150,000. Following the fire the capital stock was increased to \$550,000. The present officers are Oscar Fenley, president; F. C. Dickson, vice-president and manager; and Charles A. Villier, secretary. Mr. Dickson and Mr. Villier have been with the company for 25 years, and are experienced grain and elevator men. Mr. Fenley has been at the head of the company for 28 years, but is a big banker, and gives the larger portion of his time to the affairs of the National Bank of Kentucky, which recently merged several other banks, and is now a \$5,000,000 bank, with deposits of about \$40,000,000. Mr. Fenley is chairman of the Board of Directors of this institution, having been president of the National Bank of Kentucky prior to the merging with the National Bank of Commerce, and American-Southern National.

It is claimed that the new plant while not as large probably as some other Southern elevators, is probably the largest all concrete plant in the South. It is located at Fifteenth and Kentucky Streets, on the terminals of the Illinois Central, and with direct rail connections to all points, embracing some nine trunk railroads. A considerable amount of private trackage is needed and several hundred yards of switches are used in all.

When the Kentucky Public Elevator Company resumed operations after a shutdown of nearly two years a considerable portion of the old force came back, including about 10 out of 25 men who had been with the company 25 to 30 years each. Manager Dickson reports that his old men are coming back rapidly now, and he expects to build another regular and steady force, as he believes in forces that are thoroughly acquainted with the work, and don't like to have to go around and get acquainted every Monday.

Out of the old force of about 40 men at least 25 were 25-year men. All of the officers are men that have been with the company for more than 25 years. Mr. Dickson is of the opinion that there are but few elevators in the country that hold their men any closer than the Kentucky, and has been proud of the excellent force which he has been able to build up in the past.

The men are well treated, well paid, and well taken care of. Just back of the power plant is an old frame building which is devoted to the men, it being equipped with lockers, washstands, and other conveniences, which make it possible for the workmen to leave the plant looking and feeling like gentlemen.

## CEREALS MAKE LARGEST RETURNS

Fully one-half the total value of all farm crops in 1918 at the farm, according to the Bureau of Crop Estimates of the United States Department of Agriculture, is found in the cereals, the crop total being \$14,222,000,000 and the cereal total \$7,079,000,000. The group next below in value is that of the fiber crops, cotton and hemp, but the latter is insignificant. Including cotton seed, these two crops have a value of \$1,946,000,000, or 14 per cent of the aggregate of all crops.

The census items of hay and forage crops make a total value of \$1,884,000,000 for 1918, or 13 per cent of all crops, but these items do not adequately cover the value of straw and corn stover and do not include pasturage, the value of which may now be roughly estimated at \$1,000,000,000—more than one-half as much as that of the hay crop. If pasturage is included, the value of the hay and forage of 1918 must be nearly \$3,000,000,000—one-fifth of the crop total.

The group called "seed crops" in the census arrangement includes beans and peanuts as well as various other seeds. For 1918 the value of this class of products is \$348,000,000, as estimated, and this is 2.4 per cent of the crop total.

## Grain Elevators in the Southeast

Great Opportunities for Development of Grain Elevator Systems in the Southeastern States—A Review of the Present Situation and the Future Possibilities in that Section.

BY CHAUNCEY SMITH

THE South has for so long been known as "The Land of Cotton" that its capacity for producing other agricultural products has been almost forgotten and is very little appreciated in other sections of the country. The dominance of cotton in the South has been due to a number of causes, dating back of the Civil War and accentuated by the history of the South since then.

Before the Civil War the South had been virtually a self-sustaining country so far as food was concerned, but after the war the dominance of cotton caused a neglect of other crops until a large proportion of the food consumed in the South was imported. This was an unfortunate condition. It resulted in the wearing out of the soil through constant raising of one crop, put the farmer at the mercy of the cotton factor and merchant and produced the widespread impression that only cotton could be grown.

The situation has long been appreciated by progressive men in the South and efforts have been

agencies are developing purchasing warehouses which take the product of the farmer, either purchasing from or storing it for him. The livestock industry, formerly a joke in this section, has become well established, with many stock farms producing pure bred cattle and hogs equal to any in the country, a live stock market being provided through the packing houses and stock yards which have been recently established at numerous points.

Another field which has been very recently opened but for which the opportunity seems unlimited is the grain elevator. Three years ago, with the exception of a very few large storage elevators, at Nashville and New Orleans, there was one elevator in the Southeast of Texas.

But two years ago last fall an elevator was opened at Marianna, Fla., by W. S. Brandon, a former elevator manager and grain operator of Kansas, who had moved to Florida some time previously and there investigated the opportunities in his previous line of business. This elevator at



MAP SHOWING PRESENT LOCATION OF GRAIN ELEVATORS IN THE SOUTHEASTERN STATES

under way for many years to revise the system and persuade the farmer to break away from the one-crop system.

Until recently these efforts produced little apparent effect. The mass of ignorance, inertia and hide-bound custom, especially among the negroes, was too great. But the results of the years of effort have now become apparent, having been assisted materially by the progress of the Mexican boll weevil, a pest that has penetrated from the Mexican boundary line progressively over the cotton belt until it has now reached South Carolina. Attempts to make an exclusive crop of cotton where the boll weevil prevails generally result in immediate and total ruin of the planter.

The progress of the boll weevil and the virtual ruin of whole districts over which it spread before the necessity of diversification was appreciated, lead to an active campaign all over the South, not only behind but in advance of the weevil, for crop diversification. In this all progressive farmers and business men took a hand, and it has resulted in what is now becoming a revolution in the agricultural system of the South.

One of the elements contributing to this effect has been the development of markets for products other than cotton. Practically all the Cotton States now have state marketing bureaus, which devote themselves to the promotion of marketing agencies and to the bringing together of buyer and seller through the publication of market bulletins listing products wanted and for sale. Alongside of these

Marianna had a capacity of some 15,000 bushels and was an unqualified success from the start. Immediately upon its completion Mr. Brandon put in another elevator at Dothan, Ala., which was also a success, and from this start he has built for himself or for others elevators at about a dozen places in the territory centering around the junction of Georgia, Alabama and Florida.

These elevators have all been of the country type, having a capacity of from 15,000 to 20,000 bushels and doing a mercantile rather than a storage business, that is, they are of the type so common through the corn belt of the Northwest. They are all of wood, observation indicating that under certain Southern climatic conditions wood is preferable to concrete, because grain handled in it is less inclined to absorb moisture. Also, they cost less and have greater salvage value in case of failure, a point worth considering when an elevator is an untried experiment. The chief objection to wood is the greater cost of insurance over a concrete elevator. When the grain elevator is located near other buildings, the insurance cost for the group may become a controlling factor.

The necessity of providing facilities for handling several other crops in addition to corn seems to point to the necessity of a warehouse in which the grain elevator shall be only one feature, provision being made for handling also cotton seed, peanuts, velvet beans and soy beans.

There has been recently constructed at Eufaula, Ala., a warehouse on this principle having a grain



elevator capacity of 50,000 bushels, with special provision for handling other products, and this warehouse, though only very recently put into operation, has already demonstrated its utility and that it is a substantial benefit to the community. At least two construction firms have prepared standardized plans for concrete warehouses along these lines.

The results secured from elevators heretofore built have been most satisfactory to the owners, patrons and communities in which they operate. Formerly the only market for corn throughout the South was the local grist mill or merchant, both of which had very limited capacity, with a consequently narrow market and frequent inability to market at all, and a low price in any event.

While there are a substantial number of grist mills in the South, these have secured their grain supplies chiefly from outside sources and this particularly because the grains produced in the field, owing to lack of facilities, have not been properly handled, cleaned and graded, the result being an inferior product and a low price, discouraging production.

Where the elevators have been installed, this condition has been changed. The margin of profit between the figure at which the farmer has been glad to sell his corn, a figure which he has never been sure of getting before, and the price at which the cleaned and graded product could be sold on the open market, has been such that the elevators have made profits of a most substantial and satisfactory character, while the farmer has been benefited by having at his door a cash market, and the community through the prosperity of the farmer and the opening of a new industry. Wherever the elevators have been in operation long enough for their effect to be obvious, there has been an increased production of corn.

For reasons above given, the South has never been regarded as a corn producing section. As a matter of fact, many parts of the South can produce corn as cheaply as the most favored parts of the corn belt, of a quality at least as good and often distinctly better. The record of the boys' corn clubs is a sufficient demonstration of this capacity. It is only a few years ago since Jerry Moore, then a sixteen-year-old boy of Marlboro County, S. C., leaped into national fame by growing on one acre of land 228½ bushels of corn one year and 229¼ the next. Many other records have been made demonstrating the capacity of the South to raise corn and the educational process is steadily advancing through the many agencies now at work.

The development of the elevator system has been promoted during the past year by the efforts of the Southern Bell Telephone & Telegraph Company which has been actively engaged in calling to the attention of different communities the advantages to be secured through the construction of elevators. This company has co-operated in the campaign of the Food Preparedness Bureau of the Birmingham Chamber of Commerce along the same line, this particular campaign covering all the northern part of the state of Alabama.

The result has been that one elevator has been constructed in northern Alabama at Decatur and another one projected at Florence, with excellent prospects that others will shortly be constructed in this same section. The Tennessee Valley, stretching across the whole of northern Alabama, is probably one of the best corn belts anywhere in the country, not only as to quality but quantity of production. Strange to say, in spite of this fact, its business men have, until the recent campaign was started, been totally ignorant of the advantages and possibilities of an elevator system. Elevators are projected and will undoubtedly be soon built at a number of other points. Some are now under construction.

While the development referred to above has been progressing, there has been another center of progress in the eastern part of Mississippi. Some twenty years ago, an elevator was established at Shannon, Miss., which has been in operation ever since. For some reason not apparent the example of this elevator did not spread until quite recently, but during the past two years, elevators have been

constructed at West Point, at Tupelo (2), at Meridian (3), at Jackson and at Vicksburg. The elevator at Vicksburg is not now in operation, it having been located without due consideration of the local supply of corn available, while freight rates operate to prevent corn coming in from points at any distance for re-shipment.

These elevators are of the same general type as those further east and are operated on a mercantile basis but also in conjunction with other interests of the owners who generally are doing a grain or grist mill business. They are, however, grading and shipping corn to outside points and, with the exception of the elevator at Vicksburg, have all been successful.

Corn is not the only grain to be handled by Southern elevators. The attention of this section has been directed through the exigencies of the war to the production of wheat, to which some sections are admirably adapted, and it is expected that within the near future, if not next year, several states will produce at least as much wheat as they consume, a change of quite a revolutionary character. Oats have been handled to a small extent by some elevators, and with the opening of a market for these as well as corn, there should be a substantial increase in the production, as the South is admirably adapted to oat growing.

Two crops of which the production has been growing by leaps and bounds within the past two or three years, are peanuts and velvet beans. Both of these can be well handled through or in conjunction with elevators and they are crops which are exceedingly profitable to the grower. The velvet bean especially, as a side crop with corn, is developing into one of the most valuable of feed-stuffs, and while its possibilities are almost unknown through the country at large, they are well appreciated where it is established. Another product which can be well handled through elevators is the cow or field pea, a crop largely grown in the South, which has great food value and which again is one of which the possibilities are little appreciated. The soya bean, which is rapidly coming into cultivation in certain sections, is a possibility.

One particularly strong point in connection with Southern corn is its low moisture content. This is due to the long season which permits a thorough drying of the corn in the field. A substantial number of car loads of corn have been shipped to dealers and brokers in Chicago, St. Louis and Baltimore, and in every case these shipments have been fully up to standard grades and, in some cases, superior to them, fetching a fancy price on the market for quality.

Another point in connection with Southern corn, especially that from Florida and territory adjoining the Gulf of Mexico, is that, owing to the early planting season, it can be matured and harvested in time to arrive in the Northern markets properly cured early in the Fall, thereby securing old crop prices, something that often amounts to a substantial premium.

It may be well said that this opportunity for the development of a grain elevator system is one of almost unlimited possibilities. The field is at present wide open. Its success where already developed demonstrates its possibilities. To attain its greatest success it must, like every other line of business, be handled by experts and, it being a new line in the South, the experts in this section are few.

It would seem that here is the opportunity for Western grain men to establish themselves to their great future advantage in a section of unlimited possibilities and where the climate, contrary to general opinion in the North, is far milder and more comfortable even in summer than the climate in the Northwest.

AN exportable surplus of 146,000,000 bushels of corn is estimated for Argentine. This includes 96,000,000 bushels of the new crop, which is not yet harvested. Shipments for a time were held up on account of strikes, but in spite of that are running nearly 100 per cent ahead of last year. Argentine always has a greater surplus than America, although the crop is much smaller.

## PIONEER DEALER IN IOWA DIES

In the death of David Milligan of Jefferson on February 13, the Iowa grain trade has lost one of the oldest and most highly respected and loved of its membership. He was 78 years old at the time of his death and had been in business in the same location in Jefferson for 47 years.

Mr. Milligan was born in Scotland in 1840 and came to America in 1854, first settling in northern Illinois and then moving to Lodi, Wis., shortly before making his final change to Iowa. In 1872 he started in the grain and lumber business as a part-



DAVID MILLIGAN

ner in the firm of A. Yeager & Co. This partnership was later followed by the firm of Harrington, Moorhouse & Milligan; then by Harrington & Milligan.

In 1905 the firm became D. Milligan Company, the "Company" being represented by three sons who since that time have operated a line of elevators and lumber yards in central Iowa.

Mr. Milligan was known throughout the state and in his community was a leading figure. A host of friends join us in our expression of deepest sympathy to the bereaved family.

## FIGHTING STEM RUST

Congress has appropriated \$150,000 to fight the barberry in addition to the funds provided by the different states. Dr. E. C. Stakman, plant pathologist of the Minnesota Experiment Station, has been appointed to manage the entire campaign through the assistance of local leaders in the various states. Total eradication has been asked for in Montana, the Dakotas, Minnesota, Iowa, Illinois, Michigan, Ohio, Wisconsin, Nebraska, Kansas, Colorado and Wyoming.

Many of these states have already completed 85 per cent of the work. In all of them the number of barberries has been surprisingly large—in one instance a worker found more bushes in a single small town than were supposed to be in the whole state. Estimates show that there were 150,000 bushes in Wisconsin alone. Legislatures in some states have passed laws requiring people to eradicate this pest; in others, patriotic societies with power to act for the public good have taken charge of the work. Splendid co-operation has been secured everywhere. The people of North Dakota and Minnesota, with sad memories of the 1916 rust epidemic, did not wait to be told to remove their barberries. Scarcely a bush had to be ordered out. This year ought to finish the barberry, which is nothing but a "fence" for rust.



# Informal Notes of an Elevator Pilgrimage

No. 16—The Elevators at Taylorville, Ill.

BY JAMES F. HOBART

"I USED to be a pleasure to ride on the B. & O.," said a traveling salesman, as a train on that road pulled out of Lawrenceville, Ill., "but now—Ugh!" and the salesman shrugged his shoulders and proceeded to pack himself and grips into a single seat of a car with hardly any passengers aboard. A gentleman, lady and two small children came in just then and the man proceeded to turn a seat in order that the four could be all together and look after the children.

Just then, the would-be smartness of some wanted-to-be Napoleon of railroad management was manifested by the brakeman who came down the car aisle and said to the gentleman: "You will have to turn that seat back again, sir. It is against orders to turn seats on this railroad!" The gentleman got up, put one "kid" on the seat with his wife, turned the other seat to its "go-ahead" position and got into it with the other child. And there they rode in manifest discomfort for several miles until another gentleman, lady and two young children got aboard.

The newcomers proceeded to turn a seat and ensconce themselves comfortably therein, when along came the brakie again and told them of the objectionable order. The gentleman, a husky 200-pounder, made no reply, neither did he make a move toward turning the seat. The brakeman waited a few seconds, hesitated, repeated his former remarks about turning the seat and passed along. Pretty soon he returned, repeated the order again and laid his hand upon the car seat to turn it, when he met a decided "snag."

"Don't believe you had better turn that seat back," said the passenger.

"Orders, sir," said the brakeman.

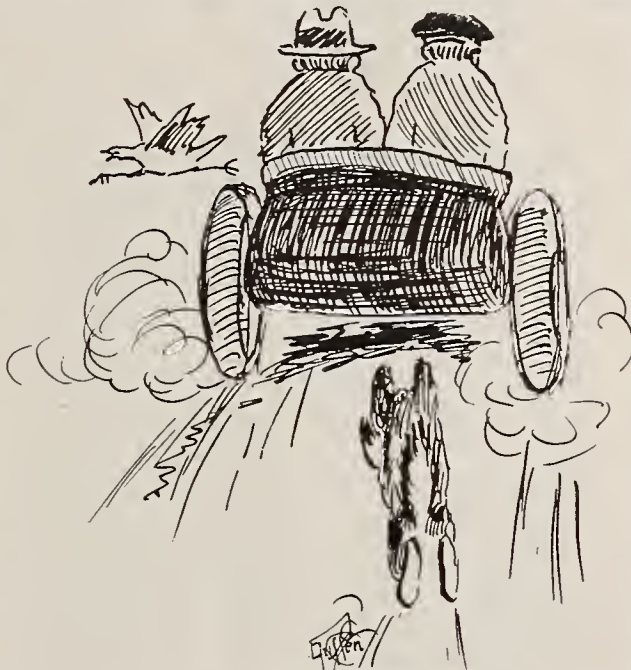
"Not for me," returned the passenger, "and let me tell you, if you attempt to turn that seat back while my family is occupying it, you will have your hands and this car full of the liveliest scrap you ever saw since Adam was a yearling!"

The brakie went away and soon returned with the conductor, who repeated the request, saying that it was "orders" and that he, the conductor, was held personally responsible for its enforcement.

"Can't help that," returned the passenger. "I never saw anything yet in the law of Illinois or

two seats with his baggage and a wide smile, and the other passengers appeared to enjoy the situation vastly.

I changed cars for Taylorville, thinking as I went, that if they don't rescind those fool orders about turned seats on the Baltimore & Ohio Railroad, somebody will use chalk on some of the cars to the effect that "B. & O." should read "B(boys) & O(rders)" And the name once given, it will stick, same as it did over in New York state, where someone dubbed the Delaware, Lackawanna & Western as the "D(elay), L(oiter) and W(ait)." That



CHEATING THE STREET CAR

name is still sticking after 40 years and after the road has been developed into a first-class property, second to none of its size in the United States.

When my train arrived at Taylorville, I hoofed it over town to a restaurant, had a fine breakfast and then took a one-man-power, "pay as you enter" trolley through the nice little city, past a fine courthouse and square to one of the Twist Brothers' corn elevators—corn now, but ready to handle anything and everything in the grain line.

This company has a chain of grain elevators around the adjoining country, eight being in operation at present. The home office of this company is at Rochester, Ill., where they operate an elevator, steam driven, of about 60,000 bushels' capacity.

The Taylorville elevator has a capacity of a little more than 20,000 bushels and at present is driven by electricity, although it has at various times been driven by other prime movers, and an old steam engine is still in place in the elevator, though the boiler has disappeared. But the progress from steam to electricity is very plainly marked, gasoline having displaced steam, and one old gasoline engine is still in position for use. Surely it has been a well-driven plant!

The elevator stands upon the railroad right of way, consequently there were decided objections to making necessary improvements, and the company has decided to build an entirely new elevator upon a site of its own. For this reason, the Taylorville elevator has been allowed to run "down at the heel" to some extent. That a new elevator had not been constructed ere this has been due to war conditions, the halting of all building operations possible, in accordance with Government rulings, and the scarcity of labor and steel. But it is expected that 1919 will see the erection of a new elevator at Taylorville.

At the Twist Elevator, corn weighing is done upon a scale in front of the office door, then the loads are pulled up a long incline and dumped in the usual manner through a trap in the trestle, the wagons being tilted by drops under the wheels. Safety devices are applied to each of the seven dumps in such a manner that it is impossible to

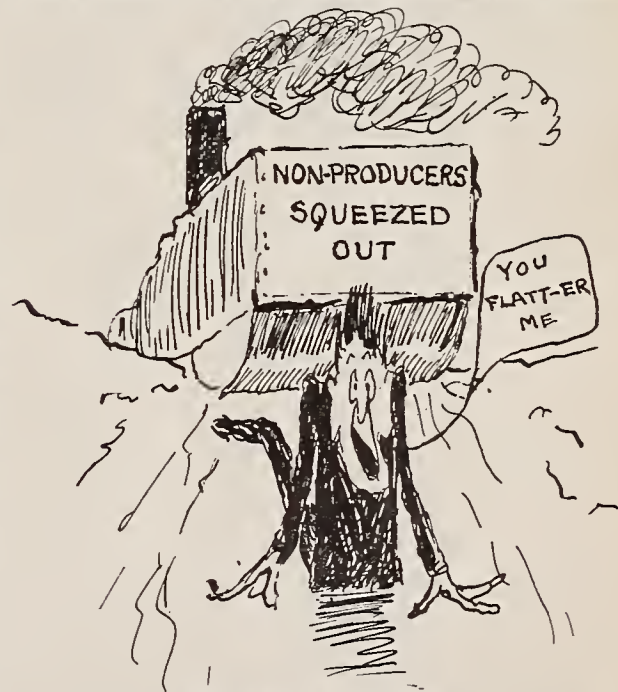
tilt a wagon until after the trap in the trestle in the rear of each dump has been duly opened. And even then it is necessary to move a lever before the wagon can be tilted.

The "safety-first" arrangement was secured by attaching a block to the under side of the trap. The block was so located as to lie close to, and to stop all motion of the 2x8-inch plank which did duty as a rocker arm to trip both tilt-planks at the same time. In fact, the plank above described was made to swing under and support the tilt-planks, and when the upper edge of this plank is swung from under the tilt-planks, they go down, and the wagon wheels with them. But the rocker plank, to which the trip lever is directly attached, cannot be moved out from under the tilt-planks until the stop block attached to the under side of the trap has been removed by raising the trap. In this manner, the tilting of a wagon is impossible until after it has been spotted upon the tilting planks and the trap door at rear duly raised. And even then a stout lever must be pulled before the wagon can be tilted. But the trap lock does the business. The trap must be closed in order to drive the team over the dump, and a wagon cannot be lifted until after the trap has been opened.

In the yard, close beside the power shed, the writer noticed a hand pump, which he was advised was used for removing any water which might collect in the excavations inside of which the elevator legs and sinks or dumps were located. This elevator has been equipped with a second elevator leg and an automatic scale, besides a small "service bin," into which small amounts of grain may be weighed and spouted into wagons or freight cars, as desired.

The writer was advised that many thousand bushels of corn had been handled at a rate for hauling and shelling of 3 cents per bushel. It was also stated that the corn was very bad this year, hardly any of it grading above No. 4. "We have handled many thousand bushels of 'roasting ears' this fall and winter," the foreman added.

The company maintains an official at Taylorville who may be termed a "field superintendent." This office is filled by J. E. Larkin, who originally started in the grain game with the Sturgisses of Rhode Island. He then passed 35 years in Clarks-



STEAM ROLLER FINANCING

dale, Ill., in elevator work, and is now field manager of five Twist elevators, with headquarters at Taylorville.

The five elevators on his "beat" are all within nine miles of Taylorville and Mr. Larkin circulates around among them frequently in a fine new automobile—presented to him by the company for that purpose. And a fine riding machine, too, as the writer can testify after Mr. Larkin so good-heartedly did the street railway company's "bob-tail" out of one six-cent fare by taking the writer in it to the Farmers' Elevator.

This elevator, especially the building, like Topsy, evidently "done jes' growed," for it bears the marks of many an addition. I wish I could have been one day later in visiting this little plant, for on



BRAKIE DECIDED NOT TO TURN THE SEAT

in the Interstate Commerce regulations which forbids the making of passengers comfortable by turning a car seat, so you just 'run along and forget it,' for this seat stays turned while I am in it!"

"I shall be obliged to call the railroad police at the next stop," persisted the conductor, "I can't neglect my orders."

"Call all the police you want to," said the passenger—"you can get the road into a nice lawsuit by ejecting me from a seat which I have paid for, so go ahead and call your friends in."

The conductor didn't call, and the next time the brakie came through the car, the other passenger with his wife and two kids had a seat turned back again, the traveling salesman was sprawled over



the very day I was there the annual meeting was to be held and some very lively skirmishing was expected. Indeed, it was hinted that the concern might "go over the top" by taking on dissolution proceedings, and then reorganizing under another name and with different officers and stockholders.

This elevator seems to have had a somewhat variable ownership, the present proprietors having acquired the property in 1917. In fact, the writer was advised that the elevator changed hands three times during 1917. In addition to this, the elevator, under its present ownership, is being handled by its third manager—or was, on the date above mentioned, and there seems to be a constant wrangle over the division of the profits,—when there are any,—so that owners and manager seem to be in hot water nearly all the time.

It appears that the elevator is owned by stockholders in the company, some of whom are producing farmers, who bring their corn and other produce to the elevator for sale. Others of the stockholders are retired farmers who have money invested in the company but raise no produce and do not patronize the business in any way, save to look for dividends and to kick vigorously when they are not forthcoming.

It was understood that the annual meeting of the company, mentioned above, was to develop a "steam roller" which should roll out all the non-producing stockholders. Wonder how they came out with the scheme? Had some "tongue-pushing," I'll bet.

This company, since it took over the elevator in 1917, has had a hard time in almost every direction. The poor corn crop of 1917 started the matter. This crop was very hard to handle, even worse, perhaps, than the "roasting ears" of 1918. Much of it was spoiled by heating, in spite of all that the farmers and the elevators could do to prevent.

But the Farmers' Elevator is well equipped to do a good business. It has a corn storage capacity of about 25,000 bushels. The incline up which the teams pass is largely a fill of solid earth, only the upper portion, next to the elevator, being carried on trestle work. The exit incline, at the other end of the elevator, is all earth, the trestle work having been completely replaced by a solid earth fill. This portion of the teamway, however, is very inconvenient, the driveway making a square turn immediately outside of the elevator house and being forced, by lack of room, to proceed down a very steep earth incline.

There may be better times in store for this little elevator, as the writer was advised that, should the reorganization succeed, with a harmonious bunch of producing stockholders, a new concrete house would be erected this spring, modern from foundation to roof, with the latest unloading facilities.

At the time of my visit, no 1918 corn had been shelled. They had been cleaning up the last of the 1917 crop, having shipped about 400 bushels the day before, and would shell 1918 corn just as soon as it got hard and dry enough to stand the process.

The foreman of the elevator presented some very pertinent questions regarding corn, wheat and the profits therein, which queries and remarks the writer has not as yet heard answered satisfactorily.

"Who gets the profits?" inquired the foreman, "when wheat is at a premium? The farmers have sold the wheat. Have the flour mills got the wheat and are they going to get the premium profit, or are the elevators to get it? And where is the profit, anyway? The farmer gets \$2.05 for his wheat. The dockage may be 4 cents and its costs 6 cents for hauling, handling and selling. Where is the profit on wheat when not at a premium? I sure would like some real answers to these questions."

Whereupon, the foreman hied himself back to the elevator office—"to let the manager go to dinner," he explained, while the writer trudged down the railroad track, past the nice little station in the fine little city, and found his way to a neighboring flour mill which is making a lot of good flour, holding a lot of wheat for a premium. It is owned and operated by men who are not millers (but are fast learning something of that business). They were thawing out a frozen horsehide on top of the mill's steam boiler,—some combination, this.

## CANADA'S MINISTER OF AGRICULTURE

At the head of its Department of Agriculture, Canada has a man who has been a practical farmer for years, and who has had a large experience in administration, being president of the United Grain Growers, and also president of the Grain Growers' Export Company. He thus brings to his office the knowledge gained in producing and in handling the products over which he has jurisdiction.

Hon. Thomas A. Crerar, M. P., was born at Molesworth, Ont., June 17, 1876, son of William and Margaret Crerar. He was educated in the public schools of Portage la Prairie and in the Collegiate Institute. In 1881 he went to Manitoba after working on his father's farm until he was 19. He taught school for five years and then went back on the farm for several years.

He became a member of the Russell, Man., Council a few years later and became a leading figure in



HON. THOMAS A. CRRERAR

the grain growers' organization. After his appointment in 1917, he accepted the seat on the Board and in the Cabinet with the Portfolio of Agriculture. He is a strong, practical man and will do much for the development of the Dominion of Canada's resources.

## FUTURE TRADING ILLEGAL IN CANADA

That dealings in futures on the grain exchange are illegal and contrary to the Canadian Criminal Code, says an exchange, whether the transactions are carried on in ordinary "bucket shops" or in the offices of reputable business concerns, is the gist of an important decision handed down by the appellate division of the Supreme Court of Alberta in the case of the *Medicine Hat Wheat Company vs. Norris Commission Company, Ltd.*

The case under consideration was an appeal from the judgment of Mr. Justice McCarthy, who dismissed the plaintiff's action against the commission company for recovery of moneys withheld by the commission company, which claimed that its dealings were with F. M. Ginther and the Ginther Land Company, and not with the plaintiffs, the Norris Commission Company, Ltd.

In giving judgment, Chief Justice Harvey said that the court was bound by the judgment of the Supreme Court of Canada in the Manitoba case of *Beamish vs. Richardson & Sons, Ltd.*, which held that grain brokers could not recover for losses sustained while acting as agents for speculators in futures. In this opinion Messrs. Justices Stuart, Beck and Hyndman concurred.

Section 231 of the Criminal Code makes such dealings an indictable offense and punishable by fine or imprisonment, where there is not bona fide

intention to make or receive delivery of the grain or other goods. Mr. Ginther was buying and selling on margins through the Norris Commission Company, Ltd., the extent of the transactions being about 500,000 bushels.

The court held that the Norris Commission Company knew that Mr. Ginther could not deliver this amount of actual wheat, being familiar with the extent of the Ginther Land Company's farming operations, and that, therefore, the whole transaction was merely a gambling one. Being illegal under the Criminal Code, the Norris Commission Company had no right of recovery of the losses sustained by Mr. Ginther, and therefore no right of setting off its claim against Mr. Ginther, against the moneys owing to the Medicine Hat Wheat Company on its legitimate wheat dealings.

## "RAISE CORN"

"Raise Corn" is the slogan of the Illinois Grain Dealers Association in combating the tendency of farmers in certain sections of the state to turn to spring wheat at the expense of corn and oats. Under the above heading the monthly bulletin of the Association for March strikes straight out from the shoulder in this fashion:

"The farmer who sows spring wheat on either corn or oats land this year is penny wise and pound foolish. He may secure a temporary profit which may be offset by a permanent loss. If the corn acreage is small, corn prices will be high, even perhaps as high as wheat on a yield per acre basis. Aside from this, the farmer who introduces spring wheat into the soft wheat belt is a menace to his neighborhood. In such a way mongrel wheats are born, without proven milling value, wanted only for export. The wheat of a very large area may be infected by resowings out of the spring wheat raised in the winter wheat territory this year.

"The soft wheat territory has been gradually diminishing for years, and it would be very highly unfortunate for the farmer and for the country as well if the purity of the soft wheat should not be maintained.

"Aside from these immediate matters of self interest, it is poor patriotism to raise wheat on such corn and oats land for the sole purpose of making money out of the Government guaranty and without regard to the need for the wheat itself."

## RECONSIGNMENT CHARGES UNJUST

A new schedule of reconsignment charges has been recommended to the Interstate Commerce Commission which includes some features that would be unjust to hay and grain shippers. The State Railroad and Warehouse Commission of Minnesota was among the first to take note of these dangerous features and enter a protest against them.

Of the three objectionable points taken exception to by the state commission, the first is that for assessment of a reconsignment charge of \$2 on grain and hay held for state inspection. The commission maintains that this inspection is required by state law and therefore should not be the basis of a special charge by the railroads. It was pointed out also that authorization of such charges would mean that cars now inspected by the state at outside points would be forwarded for inspection in terminals, which would become so congested that the railroads would oppose the rule.

Another recommendation is for authorization of a \$5 charge in cases where the commission merchant, after a car is placed on a team track, gives an order for it to a purchaser who wished to unload the car. This is not a reconsignment, the state officials maintain, but simply a delivery order requiring no service from the railroad.

The last recommendation opposed by the state commission is that for a \$2 charge on shipments to new destinations, which are to be regarded as reconsignments under the proposed regulations, but which the state maintains are new shipments and should be so treated.



## An Idaho Bulk Handling Plant

One of the Two Elevators of the Genesee Farmers Union Warehouse Company, Ltd. and Its Ideal Equipment for Western Conditions

**B**ULK handling of grain in Idaho is a comparatively recent development. It first went through the stage of few, large capacity bins in each house, making it necessary to mix varieties and grades which resulted in serious losses. But the operators have had their lesson and profited by it, and the new elevator of the Genesee Farmers Union Warehouse Company, Ltd., of Genesee, Idaho, is so conveniently arranged as to its bins and spouting and so thoroughly equipped with the necessary machinery, that it puts in the shade many old established plants in the Central and Eastern States that have been handling bulk grain for decades.

This Genesee company was formed about 10 years ago, and started out with a flat warehouse where only sacked grain was handled. Another warehouse was built soon after, about a mile away, and they took the names respectively of East End, of 120,000 bushels' capacity, and West End Warehouse of 80,000 bushels. A few years later a 30,000-bushel elevator was erected in connection with the West End Warehouse. Immediately bulk handling began to grow in popularity so that the company finally decided to add a new 70,000-bushel elevator to the West End plant and a 100,000-bushel bulk handling plant at the East End. The West End plant is used principally for storage,

In the cupola of the house is a system of double distributors with a sub-distributor of the ordinary swinging type, which carry the grain from the elevator heads to 31 bins, independently or simultaneously. All distributors are set by means of indicators and controls on the work floor. An electric



EAST END ELEVATOR, GENESSEE, IDAHO

bin alarm is installed to give warning if bin becomes too full. The alarm registers on an indicator on the first floor, showing the bin that is threatened.

Ten of the bins on the track side of the house are used for clean grain and shipping, and are reached by the third loft leg.

The machinery equipment of the house consists



WOLF-DAWSON WHEAT WASHER

while the East End Elevator, which is illustrated on this page, is a general utility house.

The latter was at first intended to be a concrete structure, but war conditions made the cost of such a house prohibitive so it was made of cribbed construction. There are 41 hoppers in the house, 29 bins overhead, and 12 deep bins on either side of the work floors reach to the foundations. There are several small service bins for handling individual loads, spouted to cleaner and attrition mill. The work floor is through the center of the elevator and is two stories in height. In this space are the machines and scales. Under two of the side bins is a truck runway connecting with the warehouse. Both the work floors are well lighted.

There are five stands of elevator legs. The wagon dump sink is made double with two loft legs of 2,200 bushels' capacity each. A short loft leg carries grain to the service bins from where it goes to the cleaner or to be ground and may be spouted back to the farmer's wagon without interfering with other work. On the track side of the elevator there is a loft leg used for both shipping and cleaning purposes, also a short leg for handling the screenings from the cleaners, which are ground and sacked. Besides the double front pit there are five other pits drawing to the legs, one of these pits being on the track side for unloading cars. The double pits are provided with a system of gates, allowing grain to be drawn to either of the two legs. All gate stems are provided with a locking device which holds the gates at any height and can be instantly released by a foot lever.



DISTRIBUTOR SPOUTS FROM ELEVATOR HEAD

of a 9-B Monitor Separator, located on the upper floor and connected with 19 bins. The clean grain can be routed to any bin in the elevator. A No. 548 Richardson Oat Separator is on the first floor immediately below the cleaner. The separated oats

may be sacked or elevated to a bin above the attrition mill which is on the second floor, the feed sacker being on the first. A Wolf-Dawson Washer cleans the wheat of smut remaining after the grain goes through the cleaner. A complete dust collector system is installed by the Day Company of Minneapolis.

The scale equipment consists of a 15-ton Fairbanks Wagon Scale, the beam of which is in the outside office, with an extension over the scale. The scale was provided large enough for the heaviest auto trucks, but the dump is used only for wagons, the trucks having to be unloaded otherwise. There is also an automatic scale for shipments and a hopper scale for individual loads. The scales, being connected with the dust collecting system, are practically dustless.

The power is furnished by General Electric Motors equipped with starting compensators and overload relay coils of the latest type. All compensators are located on the first floor. The elevator legs are driven independently with a motor in the head, the four motors developing 60 horsepower. The transmission machinery was furnished by the Strong-Scott Manufacturing Company.

The foundation and pits are of concrete, the pits being waterproofed, and although water was encountered considerably above the pit level, the waterproof film keeps them perfectly dry at all times.

The president of the company is H. J. Herman who operates a large grain and cattle ranch. Fred Nagel is vice-president, and Albert Carbuhn is sec-



No. 9-B MONITOR SEPARATOR

retary. The general manager of both elevators is Joseph Knapps, a man with wide experience in grain handling. The other elevator under his management will be described next month.

### WHEAT RAISING IN CHINA

Julian Arnold, Commercial Attaché of the American Consul's office at Peking, in a recent trade report has this to say anent China's wheat production:

"It is impossible to estimate with any degree of satisfaction the amount of wheat grown in China. It is the staple crop of North China, just as rice is the staple of South China. It would seem that 200,000,000 bushels would not be an unsafe estimate. In Manchuria, the yield is estimated at less than 20 bushels to the acre, giving a total for all Manchuria of 60,000,000 bushels. In Shantung, where there is intensive cultivation and fertilization, the yield reaches 40 bushels to the acre, as also in the Wei Basin in Shensi, but in many parts of China it does not exceed 10 or 15 bushels. The question is only one of economic transportation in the wheat-growing sections; the solution of this problem will place China in the category of the flour-exporting nations."

SINCE the signing of the armistice in November, 250,000 tons of food, chiefly flour and fats, have been distributed in Europe by Herbert Hoover to the civilian population in the distress districts. A distributing staff has been established in each country.





Published on the Fifteenth of Each Month  
BY

**Mitchell Brothers Publishing Co.**

OFFICE:

Manhattan Building, 431 South Dearborn St.  
CHICAGO, ILL.

A. J. MITCHELL.....Business Manager

Subscription Price - - - \$1.00 per Year  
English and Foreign Subscription 1.75 " "

#### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

#### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

CHICAGO, ILL., MARCH 15, 1919

### BY-PRODUCTS OF THE COUNTRY ELEVATOR

**M**ANY industries draw their profits from the by-products of the business. In the activities of the country elevator there are several by-products which could write large on the profit side of the ledger. Screenings is one, and some elevators do not even separate their screenings; dust is another, which is too often blown out of the house to disfigure the premises, if it is not allowed to accumulate inside without removal at all; time is another.

It may be stretching a point to call time a by-product, but there is warrant for it in many cases where the year's business of the elevator is practically completed six months after the harvest, and the remainder of the time the house is closed. Some of these operators put in the balance of their time on the farm or in another business, but so far as the elevator is concerned the time is wasted, as the overhead expense of a year has to be distributed among the six active months. From the standpoint of the business the situation is worse, for in those idle six months the farmers are being educated away from the elevator, they are learning new paths to other places of business, among them perhaps, a rival elevator. This idle six months of the year, considered as a by-product of the business, could easily be converted into money if it were properly used. The answer is: side-lines for the elevator.

A country elevator, to make the most of its naturally important position in the community, should carry sidelines which would keep the trail worn to its door every

## THE AMERICAN ELEVATOR AND GRAIN TRADE

Thirty-Seventh Year

month of the year. This not only produces profits in itself, but is the best possible insurance for continued prosperity in the grain business. Habit is a strong influence and where a farmer draws up for his lumber, cement, tile, fence posts, feed, fertilizer and coal, there, naturally, he will stop with his load of grain. The added cost of handling these sidelines is almost negligible compared with the original investment, and the profits may be actually greater.

### DANGER AHEAD! DRIVE SLOW!

**J**UDGING from the program outlined by Julius H. Barnes in the Congressional hearing on the 1919 Wheat Bill, the Food Administration will sustain the price of wheat and wheat products to the consumer as well as to foreign countries so the Government will not suffer a loss on the guarantee. However the guarantee is paid, the consumer will foot the bill and it would make little difference to him whether he pays in the price of food or in taxes, if the assessments were the same in both cases. But they are not.

One billion dollars is appropriated by Congress to meet the guarantee. If the difference between the guarantee price and the world demand price for our wheat crop amounts to that much, let the Government pay it and the matter is settled. One billion dollars is the entire cost to the nation.

But now let us see what it costs if an unnatural price is demanded for the food of the consumer with the billion deficit as a basis. Country dealers are allowed a minimum of 2 per cent on turnover. Two per cent of that billion would be \$20,000,000. Millers also take a profit on that billion of about the same amount; jobbers would double and retailers treble that profit. By the time it gets to the consumer, that wheat has cost a bonus of \$1,140,000,000, or \$140,000,000 more than they would have paid in taxes.

But the loss does not end there by any means. High wheat means high poultry, eggs, milk, and by its correlation to the other grains, meats of all kinds. So the kind Food Administration proposes to make the consumer pay about three billion or more to clear its skirts of its billion deficit.

### THE PARTING OF THE WAYS

**T**HIS journal consistently upheld the Food Administration during the war because it was the patriotic course and because we believed the Administration was following the proper methods. But we are no longer at war so that we are relieved of the patriotic gag, and unfortunately we can no longer square our ideas with those of the Corporation,—and we believe we know why.

The Grain Corporation has an enormous prospective crop of wheat on its hands. As a business corporation it would naturally try to uphold the price until it was relieved of its burden. This, apparently is what it is trying to do, to sustain its monopoly or corner and force consumers, foreign and domestic, to meet its price.

But the Grain Corporation is not a bus-

iness. It is an instrumentality of the Government to handle the wheat situation for the benefit of the greatest number of citizens. No one cares how much or how little the Corporation loses, as a corporation, but we are very much interested in knowing that our total bill on the crop is as low as it can be made. Apparently the Grain Corporation has more business pride than human sympathy, but neither the grain trade nor the general public cares a tinker's dam about that business pride. What we are interested in, is decreasing as far as possible the burden to the nation of the cost of war wheat.

### BUSINESS AND THE WHEAT PRICE

**P**RESENT indications point to troubled times ahead unless immediate steps are taken toward relief. Unemployment, social unrest, business stagnation are immediate problems, concerning which there has been much talk, but little constructive performance. The trouble is that we are bound in a vicious circle of high cost of living, high wages, high price for raw materials.

Before the situation actually developed American business men expected that the end of the war would open up an almost unlimited market in Europe, to replenish their bare industrial and social cupboards. But now we find that Europe is in the same case that we are. She must provide employment for her millions of discharged soldiers, and so we find England putting an embargo on imports. France has followed suit and all Europe will join in, not only to provide employment, but to protect the exchange value of their currency. Therefore our manufacturers are thrown back to the trade with neutrals or to domestic consumption. There can be no domestic consumption beyond bare necessities until the price of raw materials comes down; raw material must keep high so long as expensive labor produces it; and the cost of labor will be high until the cost of living is reduced,—that must be the first step.

It follows, then, that the Grain Corporation, in attempting to sustain the price of wheat, is making production in all lines difficult, is contributing to unemployment, and is handicapping at every turn the general prosperity to which we are entitled. This is a considerable and a needless responsibility which the Grain Corporation has assumed. We trust their shoulders are broad enough to carry it.

### WOOD AS A RIVAL OF CORN

**S**HIPPERS who have been accustomed to supplying alcohol distilleries with corn, may find even their temperance schedule of sales considerably curtailed by the competition of the lumber industry. During the past year extensive experimental work has been done in converting wood waste into wood molasses and alcohol. It was tried on a commercial scale last summer, and wood molasses was produced at 2½ cents to 3 cents per gallon, and about 7.7 cents additional per gallon for proof spirits. Compare this cost with that of raw



cane molasses or corn distillate and it will readily appear that there is a great probability of grain disappearing entirely as a distillery raw material.

The experiments were conducted primarily to provide means of saving food grains. There still is and will be for some time a strong belief in the danger of under production, so that the discovery will probably be adopted on a considerable scale.

### COMPENSATION FOR HOLDING WHEAT

LAST year with the war in progress it was quite essential that the Grain Corporation should have wheat in a position to be instantly available. It was suggested at that time that a progressive price on wheat be fixed, increasing enough each month to pay producers and country elevators for the expense of holding it. But the situation was deemed too critical to take chances on digging up wheat from country points, and transportation was too uncertain. The early and unexpected cessation of hostilities changed the situation entirely, and had the suggestion been followed on the last crop it would have been better in the long run, but, not able to see into the future, the Government pursued the wise course in playing safe.

But now the situation is different. We have an enormous wheat crop in prospect; there is no particular haste to get it into terminals; transportation is less congested so that a fairly even movement may be anticipated; the Government will have to make good its guarantee so that deferred payments will save interest; and producers and country elevators are entitled to a compensation for carrying the crop. All of this was suggested by President Goodrich of the National Association in his address to the Missouri Association, and that organization formally endorsed his views. The Wheat Guarantee Act makes provision for such compensation.

### FOREIGN TRADE

THE grain trade will be interested in the export situation for some years. Next fall we will have the greatest surplus of wheat in our history which must be sold abroad. Present indications are that Europe will be in a state of unrest and turmoil for a term of years and in the meantime their production will suffer. They will of necessity look to America for supplies. So the trade will find a vital interest in all subjects relating to shipping and foreign trade. This, for the majority of dealers, is out of their line, and they will naturally feel some resentment at having the subject thrust upon them, but if they don't take notice others, with selfish interests to serve, will settle the matter out of hand at the expense of the people at large. We have been playing our game behind the corner grocery stove, but now we will have to make our moves on the International checkerboard.

In January our exports exceeded our imports to the value of \$410,000,000. At that rate we would pile up a trade balance abroad

of about \$5,000,000,000 a year. We have loaned vast sums to Europe and the interest on those loans, to say nothing of the principal, will increase our trade balance to fairly staggering proportions. How is this balance to be paid? We can't extend credit indefinitely, for soon those foreign credit vouchers will find no market here. We are confronted with the necessity of making that delicate adjustment of the tariff by which imports can be encouraged without disorganizing our own labor market or crippling our industries. If imports are not allowed to balance our exports we will have to stop selling in foreign markets and give our goods away. This is a man's size job, but it will have to be done, and it cannot be done by the old-time political log-rolling methods—you protect my industry and I'll protect yours. The greatest good to the greatest number will have to be the gauge by which each move is made.

### WHEAT GUARANTEE ASSURED

AT THE eleventh hour before adjournment Congress passed the Wheat Guarantee Act, H. R. 15796, with only slight changes from the original form, as published in these columns last month on Page 581. Among the changes was the rewording of Section 3, so as to make the original purchase price, that guaranteed, but allowing purchase or sale thereafter at whatever price might be necessary. In Section 4, the Government control of exchanges was limited to the operations in wheat and wheat flour. Section 6 was amended to allow the President to place a duty on wheat or wheat flour to equalize the import price and the guarantee price. Section 8 is amended to prohibit the Government paying rent in the District of Columbia for carrying out the Act. Section 11 was changed, effecting the termination of the Act, to read as follows:

but the date when this Act shall cease to be in effect shall not be later than the first day of June, 1920: Provided, That after June 1, 1920, neither the President nor any agency acting for him shall purchase or contract for the purchase of wheat or flour.

Further last-minute changes in the Act reduced all fine for violation to \$1,000; millers, jobbers, wholesalers, retailers, etc., of flour are protected in a clause which reads: "including the protection and indemnification of millers, etc"; a free and open market is arranged for after the termination of the Act in the following clause:

The President shall take seasonable steps to provide for and to permit the establishment of a free and open market for the purchase, sale and handling of wheat and wheat products upon the expiration of this Act.

A clause was inserted giving preference to flour exports over wheat when possible, and another which limited the number of cotton grades deliverable on contracts.

We imagine that, had there been more time, the clause which provides a free and open market would have caused a storm of debate, as there are plenty of indications that serious attempts will be made to abolish future trading and this clause would have given excellent opportunity for a precipita-

tion of the fight. Fortunately, in this case, the time was too short and the clause stands. But the trade may expect to hear more on the subject when Congress again convenes.

On the whole the Act is well drawn and provides adequately for the protection of producers, handlers and consumers, without tying the hands of those who administer the Act and who will have to meet such emergencies as may arise.

### A PROFITABLE SIDE LINE

IN AN article in this issue H. C. Filley, professor of Rural Economics at the University of Nebraska, points out the possibilities of the small mill installed in the country elevators. In the article Mr. Filley discusses a small meal grinding mill, which he thinks could be used to advantage on both corn and wheat. No doubt it could be used on wheat if people were not rather tired, through compulsion, of eating dark and coarse flour, and if the majority of people did not prefer eating their bran in the shape of pork or beef.

But the fundamental proposition, that a small mill operated in connection with a local elevator would be profitable as an investment and would greatly increase the good will of the community toward the elevator, is true. It has been tried out in too many places to admit of theoretical objections. The only valid negatives on the proposition are in those cases where the elevator would have to compete with a local mill or were otherwise so situated that imported flour and meal had too strong a hold to be broken. In the general run of cases the advice in the article is sound and reasonable.

### SETTLING THE RAILROAD MUDDLE

ON ANOTHER page is a summary of seven plans for the permanent disposal of the railroad question, which Congress put over for future action. These plans are offered by the Railroad Administration, the Interstate Commerce Commission, the railroad executives, railroad security owners, railway labor, shippers, and state commissions. Naturally with these interests passing on the question the plans offer the greatest variety, from immediate return to private owners, to Government ownership and with every gradation between these extremes.

A rational solution of the problem can only be made after the most careful consideration, not by special groups who have axes to grind, but by all the people, for no one of us can escape the consequences. Capital demands a strict guarantee of interest on its investment regardless of service or other considerations; labor demands the upholding of wages regardless of earnings. Shippers want better service and equipment and lower rates. Each view by itself is selfish and harmful. We must meet every factor half way in a spirit of compromise or the end will be chaos.

A dealer in seed grain should also be a dealer in formaldehyde. The two should always go together.



EDITORIAL  
MENTION

Now if your tax returns are not in you are up against it.

For the elevator operator, pleased patrons make pretty profits.

It takes but a short time to acquire the reputation for unfairness; it takes a long time to live it down.

There are unprecedented wheat stocks at lake ports waiting the opening of navigation. Tonnage will be busy during the entire season according to lake vessel men.

This country has made provision for spending about half a billion dollars on new roads. That means trucks on the farm. Is your elevator equipped to weigh a heavy motor truck?

Mills have been paying from 10 to 15 cents premium on wheat because of the Government corner. On March 15 the Grain Corporation will begin selling to mills at the purchase price plus carrying charges.

Shippers from and to non-inspection points no longer have to report such shipments to the Secretary of Agriculture. Every wrapping of red tape that comes off helps us to breathe easier.

Canners are fearful that \$2.26 for wheat will prove so attractive as to materially cut down the acreage usually devoted to canning crops. They have tried nearly everything else, why not can some of the wheat.

After July 1 an in-inspection will serve for an out-inspection till the close of the following day if the identity of the grain in the car has not been lost. This will save a lot of money on reconsignments that has been needlessly wasted.

Steps are under way for the formation of an association of the grain exchanges of Canada. If the association is formed it is hoped that it will be more effective than our Council of Grain Exchanges. Perhaps the Canadian Boards are less suspicious of each other than we are.

In much of the talk about reconstruction plans industrial leaders propose to pick up the threads where they were dropped when we entered the war. The world has changed since then. Organized labor has the controlling vote. We may not like it, but there is no sense in keeping our eyes closed to facts.

The Government report of March 1, shows 884,476,000 bushels of corn on the farm, or 34.2 per cent of the crop. There were 129,258,000 bushels of wheat, or 14.1 per cent of the crop; 588,421,000 bushels of oats, or 38.2 per cent; and 81,899,000 bushels of barley, or 31 per cent. The chief interest is in corn. As 82.5 per cent of the last crop is merchant-

able, as against 60 per cent of the crop of 1917, there are 22,271,300 bushels less of marketable quality than at this time last year.

We haven't heard much kick from the hay dealers this year about business conditions. The hay business is no primrose path so a touch of prosperity won't turn any heads.

Shippers have complained for years of terminal weights. It is doubtful if any department of grain handling from the farm to the consumer is conducted more fairly or under such strict test conditions. The next time you visit your market spend an hour or two with the weighmaster and see for yourself.

Secretary of Commerce Redfield proposed a price-fixing program which will reduce existing levels without upsetting business or labor conditions. Let's have done with price fixing. Take off restrictions. Food products will work to normal levels and then and not until then will general commodity prices find satisfactory adjustment.

Herbert Hoover says that neither himself nor most of the men in the Food Administration will be able to continue in the service of the Government after next July. These men have served long and faithfully without pay. The Government could better afford to pay liberal salaries than to put new and untried men on the job at such a critical time.

According to the latest survey of the Food Administration there will be little or no carry over from the world's 1918 wheat crop, and probably none from 1919. If the restrictions were removed wheat might easily go to \$3.50 per bushel. If this prediction is true our Food Administration has sources of information that are closed to Broomhall and other world crop estimators.

The Montana Grain Growers, an organization controlling 18 elevators in that state, propose to take in 135 other farmers' elevators with the avowed purpose of controlling markets and eliminate the paying of commissions for handling grains. It can't be done, Montana Growers. Somebody has to do the work of middleman and no one will do it for nothing.

The action of the Farmers Grain Dealers Association of Minnesota last month will go far to kill the bill in the state legislature prohibiting trading in grain futures which was introduced by Non-partisan League members. The grain dealers decided they couldn't do business without a hedging market, and no doubt the legislature will believe them.

The Advisory Committee of the Grain Dealers National Association in a meeting at St. Louis on February 22, decided to hold a meeting in St. Louis of delegates, 10 shippers from each state association, at a time appointed by Secretary Quinn of the National Association, to decide on a fair margin for country elevators handling wheat, based on

the increased cost of the service. A margin of 8 cents has been assumed arbitrarily, but in many cases this is under the actual cost of handling. To fix an arbitrary figure, applicable in all sections, is out of the question, but a cost-plus margin can be fixed and should be the only limitation of charges imposed.

The number of farm animals on farms and ranges January 1, as compared with January 1, 1918, were: Horses, 21,000 less; mules, 52,000 more; milch cows, 157,000 more; other cattle, 287,000 more; sheep, 1,260,000 more; swine, 4,609,000 more. All animals numbered on January 1 of this year the pretty total of 219,779,000. Looks as if there would be some demand for the coarse grains before the year is up.

During the past two years a great many residents of this country discovered that America had a nationality of its own in spite of its heterogeneous citizenship. It is our duty to foster and encourage that nationality, and a movement is on foot to insist on foreign born residents learning our language so they can better assimilate our genius. Only English should be spoken in American industrial plants, which includes both country and terminal elevators.

The railroad hearings on Milling in Transit, set for February 19, and on Carlot Minimums, set for February 20 have been indefinitely postponed, together with the operation of the proposed orders on these subjects. The postponements were undoubtedly due to the weight of protests that were made by shippers. The combined influence of the grain trade is very great if each member exerts his share. Without organization such concerted action would be impossible, and the man who refuses to join his state and national organization is a slacker.

The Victory Loan will be offered next month. Bonds for \$7,000,000,000 will be subscribed. What we don't buy in bonds we will pay in taxes, and most people prefer the bonds. This will be the last war loan, thanks to the response to the previous issues and the big scale preparation for a long fight that we made. Those preparations had a discouraging effect on the enemy which the fighting quality of the boys in France brought to a head. Now we are asked to pay for that quick finish. Gratitude that the war is so quickly over should stimulate every American to buy a bond.

The Industrial Traffic League has addressed a letter to John Barton Payne, general counsel of the Railroad Administration, calling attention to the unjust clauses embodied in many railroad leases which shippers with side track privileges and right of way holdings are required to sign. It can do no harm to place the matter before the Railroad Administration, but we doubt if it will do any good. The only solution is an amendment of the Interstate Commerce Commission Law, giving the Commission jurisdiction over side track agreements and industrial leases.



Proposed Official Standards for Oats  
The Bureau of Markets Submits Tentative Draft of Official Grain Standards  
of the United States for Oats

UNDER date of February 24, the Bureau of Markets of the Department of Agriculture publishes the "Proposed Official Grain Standards for Oats." The proposed standards represent the net results of the labors of the officials of the Bureau of Markets who have had charge of the question of new official grades for oats, arrived at after numerous public hearings and conferences throughout the country, and after consideration of a mass of communications and suggestions on the subject.

The Department emphasizes the fact that the proposed standards, as given in detail below, may be still further revised in the light of new information laid before it, but states that:

"The conclusion reached is that until experience demonstrates otherwise or unless some defect that can be remedied at once is shown to exist the standards set forth following are most nearly a practical solution of the many problems presented. It is believed that they are on a basis most likely to bring about the grading of oats on their merits, considering the crop as a whole and the uses to which it is put, consistent with accuracy and uniformity in all inspection markets. It is highly desirable if the standards are to be used during the next crop that they become effective on June 15, 1919."

Further hearings are now being held at Washington by officials of the Bureau of Markets and consideration given to communications on the subject. Immediately following the conclusion of the hearings, the proposed standards, with any modifications which the Bureau of Markets deems necessary and practical, will be submitted to the Secretary of Agriculture for his consideration and, if approved, for formal establishment.

Chief Chas. J. Brand of the Bureau of Markets, in Bulletin No. 4506, "Service and Regulatory Announcements," further says in explanation of the proposed standards. "The exports of the Bureau of Markets, who have thorough knowledge of every phase of the handling, transportation, marketing, inspection and grading of oats have carefully and exhaustively considered the comments and suggestions concerning the proposed standards which have been presented in numerous communications received and at the many public hearings and conferences held throughout the United States. These suggestions and comments were almost as varied and even conflicting as the points of view involved, which include the farmer inspector, warehouseman, dealer, manufacturer and consumer . . . Every suggestion (for changes in the proposed grades) must show the exact change desired and must be supported by reasons. Immediately after the date the proposed standard, with any modifications that may have been demonstrated to be necessary and practical, will be submitted to the Secretary of Agriculture for his consideration, and, if approved, for formal establishment."

The grades as they will go into effect on June 15,

unless the trade is immediately notified of changes, are as follows:

PROPOSED OFFICIAL GRAIN STANDARDS OF THE UNITED STATES FOR OATS

For the purposes of the official grain standards of the United States for oats:

Section 1. Oats.—Oats shall be any grain which consists of cultivated oats and not more than 25 per cent of foreign material, other grains, and wild oats, either singly or in any combination.

Sec. 2. Basis of determinations.—All determinations shall be upon the basis of the lot of grain as a whole, including foreign material, other grains

tion of a pound when equal to or greater than a half will be treated as a half, and when less than a half will be disregarded.

Sec. 6. Foreign material.—Foreign material shall be all matter other than cultivated oats, except other grains, and wild oats, and shall include oat clippings.

Sec. 7. Other grains.—Other grains shall include wheat, corn, rye, barley, emmer, spelt, einkorn, grain sorghums, rice, cultivated buckwheat and flaxseed, only.

Sec. 8. Sound cultivated oats.—Sound cultivated oats shall be all grains of cultivated oats which are not heat damaged, sprouted, frosted, badly ground damaged, badly weather damaged, or otherwise distinctly damaged.

Sec. 9. Heat damaged grains.—Heat damaged grains shall be grains and pieces of grains of cultivated oats, other grains, or wild oats, which have been distinctly discolored or damaged by external heat or as a result of heating caused by fermentation.

Sec. 10. Bleached oats.—Bleached oats shall be oats which in whole or in part have been treated by the use of sulphurous acid or other bleaching chemicals. Bleached oats shall be graded and designated according to the grade requirements of the standards applicable to such oats if they were not bleached, and there shall be added to, and made a part of, the grade designation the word "bleached."

Sec. 11. Clipped oats.—Clipped oats shall be oats which have the general appearance of having had the ends removed by an oat clipper. Clipped oats shall be graded and designated according to the grade requirements of the standards applicable to such oats if they were not clipped, and there shall be added to, and made a part of, the grade designation the word "clipped."

Sec. 12. Color classification.—Oats shall be graded and designated as No. 1, No. 2, No. 3, No. 4, or Sample Grade, as the case may be, according to the grade requirements set forth in Section 13, and there shall be added to and made a part of such designation the

word white, red, gray, black or mixed, according to the color of such oats, as the case may be. Yellow oats shall be graded and designated as white oats. Oats shall be white, red, gray or black, respectively, when they consist of oats of such color, and not more than 10 per cent of cultivated and wild oats of other colors, either singly or in any combination. Mixed oats shall be all other oats.

Sec. 13. See tabulated and abridged table.

Sec. 14. Food and Drugs Act.—Nothing herein shall be construed as authorizing the adulteration of oats by the addition of water, the admixture of oat clippings, decomposed salvage oats, other grains, or any other foreign material, or otherwise, in violation of the Food and Drugs Act of June 30, 1906.

REPORTS from Argentine indicate that the corn crop is ripening under exceptionally favorable circumstances, the weather being hot and dry. The general strikes that are now in effect in that country may delay the harvest and are seriously affecting the forwarding of grain, practically all the railroads being hampered by the labor unrest.

TABULATION OF PROPOSED GRADE REQUIREMENTS FOR WHITE, RED, GRAY, BLACK, MIXED, BLEACHED AND CLIPPED OATS  
(Section 13 tabulated and abridged.)

Grade.	Condition and general appearance	Minimum test weight per bushel.	Sound cultivated oats not less than	Heat damaged (oats or other grains).	Foreign material.	Wild oats.	Other colors, cultivated and wild oats.
				Not to exceed.			
		Pounds.	Per cent	Per cent	Per cent	Per cent	Per cent
1 <sup>a</sup>	Shall be cool and sweet, and of good color	32	98	0.1	2	2	2 <sup>b</sup>
2	Shall be cool and sweet, and may be slightly stained .....	29	95	0.3	2	3	5 <sup>c</sup>
3	Shall be cool and sweet, and may be stained or slightly weathered .....	26	90	1	3	5	10
4	Shall be cool, and may be musty, weathered or badly stained .....	23	80	6	5	10	10
*Sample Grade							

\*Sample Grade.—Shall be white, red, gray, black, mixed, bleached, or clipped oats, respectively, which do not come within the requirements of any of the grades from No. 1 to No. 4, inclusive, or which have any commercially objectionable foreign odor, or are heating, hot, infested with live weevils or other insects injurious to stored grain, or are otherwise of distinctly low quality.

<sup>a</sup>In the case of white oats, No. 1 shall be cool and sweet and of good white or creamy white color.

<sup>b</sup>Four per cent of other colors allowed in No. 1 red, gray, or black oats. This column does not apply to mixed oats.

<sup>c</sup>Ten per cent of other colors allowed in No. 2 red, gray, or black oats.

<sup>d</sup>The percentage of moisture in grades Nos. 1, 2 and 3 shall not exceed 14, and in grade No. 4 shall not exceed 16.

NOTE.—It will be noted that no limits are specifically stated for damage other than heat and other grains. These are taken care of by the minimum requirement for "Sound Cultivated Oats" in each grade. The following examples illustrate the application of the tabulation:

1. Aside from other requirements, such as condition and general appearance and weight per bushel, a lot of oats, to grade No. 1, must contain 98 per cent "sound cultivated oats." The remaining 2 per cent may be damaged grains, foreign material, other grains or wild oats, either singly or in any combination. The only limitation on this remaining 2 per cent is that not more than 1/10 of 1 per cent may be heat damaged.

2. Aside from other requirements, such as condition and general appearance and weight per bushel, a lot of oats, to grade No. 3, must contain 90 per cent "sound cultivated oats." The remaining 10 per cent may be damaged grains, foreign material, other grains or wild oats, either singly or in any combination of these factors, except that there must not be over 1 per cent heat damaged, 3 per cent foreign material or 5 per cent wild oats.

and wild oats. (See tabular statement above.)

Sec. 3. Percentages.—Percentages, except in the case of moisture, shall be percentages ascertained by weight.

Sec. 4. Percentage of moisture.—Percentage of moisture in oats shall be ascertained by the moisture tester and the method of use thereof described in Circular No. 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry, except that the graduated measuring cylinder used shall be that described in Department of Agriculture Bulletin No. 56; or such percentage shall be ascertained by any device and method giving equivalent results.

Sec. 5. Test weight per bushel.—Test weight per bushel shall be the test weight per Winchester bushel as determined by the testing apparatus and the method of use thereof described in Bulletin No. 472, dated October 30, 1916, issued by the United States Department of Agriculture, or as determined by any device and method giving equivalent results.

NOTE.—Under rules and regulations prescribed pursuant to the United States Grain Standards Act, licensed inspectors will be required to state in all certificates issued by them for oats the test weight per bushel in terms of whole and half pounds. A frac-



G. C. MARTIN, JR.  
St. Louis, Mo.

# NEWS OF THE TERMINAL MARKETS

C. M. WOODWARD  
Kansas City, Mo.

## NEW DEPARTMENT OF HAY INSPECTION

A bill to create a Department of Hay Inspection under the direction of the State Grain Inspection Department is before the Missouri State Legislature. The bill provides that the state grain inspector shall appoint five deputies at St. Louis, six at Kansas City and two each at St. Joseph and Springfield. The fees for inspection are not to exceed \$1 per car.

## PROTEST AGAINST TAX

Members of the Kansas City Chamber of Commerce and the Kansas City Board of Trade have made a vigorous protest against the passage of the bill pending before the Missouri State Legislature which will provide that all persons, firms or exchanges dealing in farm products on commission will have to obtain an annual license from the secretary of the State Board of Agriculture, paying \$10 therefore and depositing a bond of \$1,000.

## NO CHANGE DESIRED

A movement is being made by the party in power in Kansas to prevent the reappointment of George E. Ross as state grain inspector after July 1 with the view of letting the Kansas Grain Inspection Department fall into political control. Mr. Ross has filled the office for three terms and has proved a most efficient official. A number of prominent grain shippers, millers and members of the Kansas City Exchange have petitioned Governor Allen to apply the principle of non-partisanship to the Grain Inspection Department and avoid a change from present satisfactory conditions.

## OATS HAVE GOOD DEMAND

Our receipts have been running very light of both corn and oats, and although the demand for corn has been fairly good, receipts have not permitted a big shipping demand. The local industries have been taking fairly well, although the biggest industry here is not buying at the moment and it is reported they expect to shut down for several days.

Indications, however, are for a better shipping demand out of this market. Our prices have been holding their own by comparison with other markets.

On oats there has been a very good demand right along. This has been principally local although there has been a little shipping inquiry, but the demand for some time has been equal to the offerings.—*Goffe & Carkener Company, St. Louis, Mo. Letter of March 13.*

## MARKET OUTLOOK AT ST. LOUIS

The demand for soft wheat exceeds the supply and our premiums are daily increasing. It looks like the millers will have to pay big premiums to get enough soft wheat to run them until harvest.

Corn is dull and the supply is much below last year with a slow demand. Stocks in the South and Southwest are light and they are buying in a hand to mouth way. It looks like the scarcity of corn will force cash corn higher. White corn especially, is dull, owing to the demand from the brewers for grits and meal being cut off—yellow corn is bringing big premiums.

Oats are in light supply and good demand. There are no stocks anywhere in the South or Southwest, but with oats selling at less than half the price of corn they look like pretty good property to us.

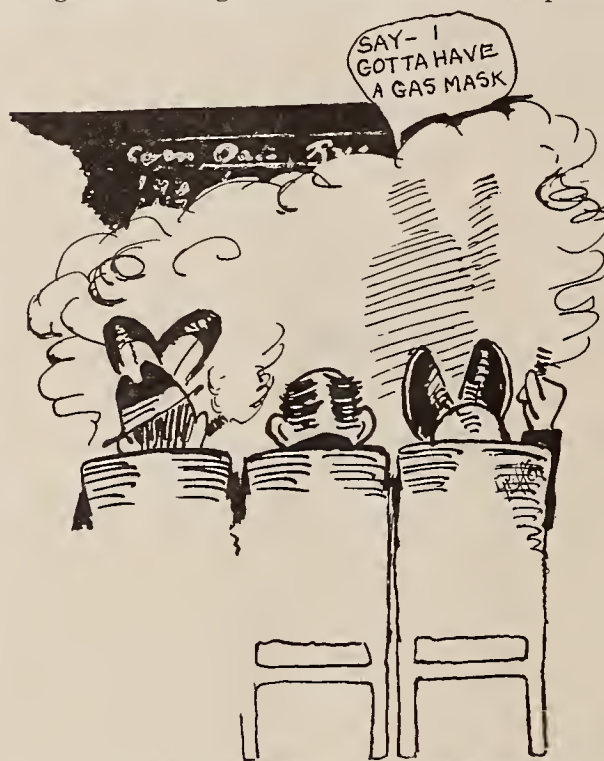
St. Louis now has a Government owned Mississippi River Barge Line in full operation to New

Orleans, with a rate of 80 per cent of the rail rate which gives a big advantage in the market price of grain.—*Elmore-Schultz Grain Company, St. Louis, Mo. Letter of March 13.*

## TRY A SMOKE BARRAGE

Smoke in this world. Don't smoke in the next. Not only is that the opinion of St. Louis grain traders but very many of the disciples of Sir Walter Raleigh who, it will be remembered, borrowed the smoke habit from our American aborigines and refined and civilized it.

When a ban was placed on smoking "on 'Change" during trading hours on the St. Louis market, there were many who felt it an extreme hardship. Therefore, concessions were made to the lovers of the weed. The smoking room off the trading floor was enlarged and a large blackboard built and so placed



ST. LOUIS TRADERS BUILD A SMOKE BARRAGE

as to be visible in all parts of the smoking compartment.

The new arrangement answers a double purpose. Contentment reigns when the market is in harmony with the smokers desires. If it declines for the bulls, or ascends for the bears, a smoke barrage can be immediately built under which the trader may not only soothe his apprehensions, but hope for a speedy decline or rally as the case needs. Lethe may be undoubtedly a great consoler if it does not persist. For instance, if the bull sees the disappearance of his barrage with corn at 148, when it started with corn at 143 and on the decline—O Boy! Ain't it a grand and glorious feelin'!

## LIGHT STOCKS OF CORN AND OATS

Receipts in our market have been extremely light owing largely to the condition of the country roads. We have had a remarkably mild winter and it has been very difficult most of the time for farmers to deliver any of their grains.

We have had a good demand from industries and feeders. A great deal of our corn has been shipped back into Missouri, Kansas, Oklahoma and Texas, something very unusual, but the best demand has come from that territory. It has been very difficult to ship corn East the past 60 days. Seeding time is fast approaching and we doubt if our receipts of either corn or oats will be very burdensome for the next 90 days. There has been a great deal more

corn worked from interior points to feeders than usual. While there is a fair supply of corn in this immediate vicinity, yet it is below the average; stocks of both corn and oats in this city are very light.—*T. A. Grier & Co., Peoria, Ill. Letter of March 13.*

## AN INCREASE IN TAX ON GRAIN

A bill has been introduced in the Minnesota Legislature which has for its object an increase in the tax on grain. The outstanding feature is that "Every person, firm or corporation, shall, in lieu of all other taxes upon grain in elevators and warehouses, pay one mill per bushel instead of one-fourth mill upon all wheat and flaxseed, and one-half mill per bushel instead of one-eighth mill on all other grains."

## COARSE GRAINS MARKET AT PEORIA

Prices of corn have been advancing here recently due to light receipts and the advance in other terminal markets. There is very little demand from local industries at the present time, as those now running have cut down their grinds considerably, and outside of a limited demand for shipment for feeding purposes, business for shipment is very light. Country acceptances on bids have been very light, due mainly, no doubt, to the fact that country roads have been in very bad shape, almost impassable.

Receipts of oats have been light and prices have been advancing, following the course of other grains. There seems to be a good demand for this cereal to go South at fairly good prices.—*Mueller Grain Company, Peoria, Ill. Letter of March 13.*

## CORN AND OATS CONDITIONS AT PITTSBURGH

Corn market very slow. Receipts light but stocks considerably above normal. Demand is smallest in years. Our market offering corn seven cents under Western markets and no sales. Eastern and South-eastern corn especially ear corn of extra fine quality offering through here at considerably less than Western prices.

Stocks of oats are very heavy and demand sluggish. No life in the market and jobbers generally report consumptive demand extremely light. Nearby states supplying this section. Country elevators reported free sellers of oats at recent advance. Weather has been very mild and farmers have good carry-over of feeds in this section.—*Harper Grain Company, Pittsburgh, Pa. Letter of March 13.*

## REQUIESCAT IN PACE

Reports suggest that the Food Administration will shortly remove the last restrictions, i. e., allotment of cars for the movement of hogs to markets. The theory is that the demand will be sufficient to absorb all offerings. Perhaps the development will be a broader, more active and perhaps a freer marketing than the Food Controllers have guessed. Most reports suggest a plentiful supply of hogs in the Middle West. Frankly admitting that possibly something was accomplished by stabilization of prices and that much good has resulted from the control and distribution by the Food Administration of wheat and possibly of some other cereals, yet the echo of an expressed sentiment, i. e., "Hail the day when Government handling and control has ceased, and the last food administrator has quit his job and gone to rest" is growing stronger day by day and carries with it a feeling of resentment at the official efforts to justify high prices in Amer-



ican markets in the face of such plentiful stocks in this, and other surplus producing countries—awaiting only transportation and distribution.—*Pope & Eckhardt Company, Chicago, Ill., from market letter of March 12.*

#### ON THE INDIANAPOLIS MARKET

Since March 1, we have had very moderate receipts of grain of all kinds. The principal demand has been for white and yellow corn for milling purposes and since the date mentioned, cash prices have advanced about 10 cents per bushel. Good mixed corn is wanted for feeding purposes and has shown about the same advance in price.

The receipts of oats have been extremely light although sufficient to meet the requirements with an advance of about 5 cents per bushel in the time mentioned. Good milling wheat is extremely scarce and not enough arriving to fill current orders.—*Bert A. Boyd Grain Company, Indianapolis, Ind. Letter of March 13.*

#### MANY OTHERS LIKEWISE "OVERLOOK"

Hoover is quoted as saying: "Looks like we might see wheat at \$3.50 a bushel next season if there is a free market and uncontrolled prices. Russia, the Balkan States and India all exported freely before the war, but they will import next season." He apparently overlooks the shortage in ships, Europe's crippled financial condition and the big surplus in Australia and Argentina not to mention Canada. Before the war average exports of the United States, Russia, Balkan States and India were only 400,000,000. We alone may have 600,000,000 to export next season. How are we going to ship it? Who can afford to pay \$3.50 for it?—*C. A. King & Co., Toledo, Ohio. From Special Market Report of March 10.*

#### LET NATURAL CONDITIONS RULE

St. Louis still maintains its prestige as a leading cash corn and oat market, and prices have been steadily advancing for some time, but not in full step with the future market.

The committees in Washington are trying to adjust commodity prices on a lower and more equitable basis, but how can they accomplish this when Mr. Hoover continues to publish his bull arguments without restriction, also when hog and pork prices are radically boosted by the strong arm.

When the purpose for this movement is accomplished, no doubt commodity prices will begin to seek their natural level and this may come sooner than most of us expect.—*Eaton-McClellan Commission Company, St. Louis, Mo. Letter of March 13.*

#### MINNEAPOLIS OATS CONDITIONS UNPRECEDENTED

The condition of oats in our market at the present time is unprecedented; oats are selling at terrific discounts under the May. All shippers report an almost absolute lack of demand for oats; No. 3 white oats which ordinarily at this time of the year command a premium over our May are selling at from 2 to 3 cents discount and 4 whites which usually bring around ½ cent discount are selling all the way from 1½ cents to 5 cents discount under No. 3 whites. It was anticipated that there would be a very heavy demand for good oats for seed but this demand has not materialized to the extent that its keenness is reflected in prices. While the usual run of our oats here are mixed more or less with wild oats, oats which are absolutely free from these grains and which ordinarily would command a big premium for seed, are selling at only 1 cent to 5 cents a bushel premium over No. 3 whites.

Relative to corn, Minneapolis has never been much of a corn market, that is we have never piled up large stocks of corn here such as is done in Chicago, Omaha and Kansas City. On account of the lack of feed demand in the North and Northwest, practically all of the corn finding its way in here must be re-sold to go to the manufacturing plants south of here or to Chicago. There perhaps is not more than 5 per cent as much corn going into the feed demand North and Northwest as would

go in the ordinary year. Our receipts of corn have seldom exceeded 100 cars per day and the usual run is from 15 to 35 cars but just so long as the corn prices here are kept down to a shipping basis for the outlets mentioned above, corn meets a ready sale but occasionally when corn prices here get above a shipping basis, the movement becomes stagnant, corn piles up and prices must be reduced in order to move it. For the past several days corn has worked out of this market either to Chicago or to cereal plants south of here at about Chicago prices, freight rate differences considered.—*Godfrey-Blanchard Company, Minneapolis, Minn. Letter of March 13.*

#### THE GRAIN BUSINESS IN HAITI

E. A. Praeger, late of the U. S. Marine Corps, and traveling representative in territory beyond the Mississippi River for J. P. Griffin & Co., of Chicago, spent some months in service in Haiti, West Indies. He sums up a few of his observations while there, relative to the grain business, in the following brief article:

The population in Haiti, West Indies, is very illiterate and borders along cannabilistic lines, speaking a mixture of French and Spanish. They are of Bolsheviki politics. Business is done on a 5 and 10-cent store and bartering basis, in two large market places. Natives bring their produce from the hills on burros in small quantities. The average merchant has about a dollar's worth (in



E. A. PRAEGER WRITES OF HAITIAN GRAIN TRADE

our money) to sell. Flour is imported to the isle by a few importing companies, but from what I saw of it, it was of the poorer grades only.

The climate with frequent rain will grow anything, even hair on a bald head. Soil is red, spongy Missouri kind. Natives have small patches of corn, which grows a tall stalk, and a few ears. These they bring in, only say about 20 ears to market at a time, so you can see a commission merchant would starve there. This corn is sold at about 7 cents a pound (in our money) or 35 cents Haitian, and is turned into cornmeal by the consumers by grinding between two stones, or at a native's who is rich enough to own a small hand-mill, the size we grind coffee in. Cornmeal is retailed in 2-ounce lots, as money is very scarce, wages are 20 cents a day for 12 hours' work, and they say a man and family can live on that and save money, as fruits are plentiful and growing wild. Oats are about an unknown quantity, and a few sacks are imported for the few wealthy people, who feed small amounts to their horses.

It is a beautiful country but very unsanitary. There is plenty of grazing of long grass, but few cattle, mostly native, and they roam and feed on what they can find, so unlike our fattened cattle.

A Haitian bull steak would make fine shoe leather in the United States. The weighing department there consists of an occasional scale of the old Egyptian balance type—scale weights on one side, and produce on the other, and with an ignorant customer on one side and a clever merchant on the other, anything can happen and no kick.

Customs there are about a hundred years behind the times. Transportation is a la burros. Climate is as hot as Hades from 10 a. m. until 3 p. m. It is my honest opinion that a man with an asbestos skin and Job's disposition could make a fortune out of a small amount of money if he applied American business methods to the many opportunities on the isle of Haiti in the grain and milling business.

#### TERMINAL NOTES

Kenton D. Keilholtz of Southworth & Co. of Toledo, Ohio, is taking a short vacation in Cuba.

A Chicago Board of Trade membership sold late in February at \$7,725, a new high level.

Edward Hymers, with Jackson Bros. & Co. of Chicago, returned recently from a month's visit in California.

Lamson Bros. & Co. of Chicago, Ill., opened an office at Duluth, Minn., with S. A. McPhail in charge.

J. B. Geis has been made manager of the cash grain department of the Wichita Terminal Elevator at Wichita, Kan.

J. P. Kenny has taken charge of the Winnipeg office of the Montreal and Western Grain Company of Montreal, Quebec.

John A. Rogers of McKenna & Rogers, grain merchants of Chicago, Ill., spent the latter part of February at Palm Beach, Fla.

John W. McCordle of McCordle-Black Company, Indianapolis, Ind., has applied for membership in the Chicago Board of Trade.

Simons, Day & Co., grain merchants of Chicago, Ill., have opened an export grain department under the management of Wm. C. Wiegand.

John Wickenheiser, head of the grain firm of John Wickenheiser & Co., Toledo, Ohio, left home late in February for a short vacation in Florida.

G. P. Lemont of the firm of E. K. Lemont & Son, Philadelphia, Pa., is at his desk again after a two months' vacation passed at Daytona, Fla.

H. M. and Thomas G. McCarthy of Minneapolis, Minn., have opened an office in Chicago and will conduct a general cash grain and future business.

Lieutenant Jack Cameron is back from service with Uncle Sam and resumed his duties in the cash grain department of Gardiner B. Van Ness of Chicago.

J. M. Adams of Rosenbaum Brothers of Chicago made a trip early in March through Northern Ohio. He reported farmers busy at plowing in very many sections.

Jos. Wild, statistician for E. W. Wagner & Co., of Chicago, Ill., left with his wife and young son this week for a month's vacation in points in California.

D. L. Boyer, late secretary of the Missouri Grain Dealers Association, has joined the J. L. Frederick Commission Company and removed from Mexico, Mo., to St. Louis, Mo.

Edwin C. Gibbs, president of the Cincinnati Chamber of Commerce, has appointed C. L. Harrison, J. Gerson Brown and Edward Seiter a committee on grain and hay.

The Indianapolis Public Elevator & Milling Company of Indianapolis, Ind., has been organized with a capital of \$300,000 and will build a 500,000-bushel capacity elevator in that city.

W. H. Frazell Jr., who has filled the office of chief clerk in the office of Secretary E. D. Biglow of the Kansas City Board of Trade, has been elected to fill the newly created office of assistant secretary.

Rolland Remund, who returned to Minneapolis, Minn., recently from service overseas, has formed a partnership with A. J. Atkins of the Atkins Grain Company to conduct a general grain business. The



new firm is known as the Atkins-Remund Company, with A. C. Atkins, president; R. L. Remund, vice-president and treasurer, and J. C. Atkins, secretary. Offices are in room 1022 Flour Exchange building.

H. H. Carr, recent Federal grain supervisor at Sioux City, Iowa, is now associated with the Flanley Grain Company and will have charge of the new terminal elevators as soon as they are finished.

John Ferger of the Eikenberry-Fitzgerald Grain Company of Cincinnati, Ohio, has resumed active business in the grain trade after a two years stay at Oglethorpe, Ga., where he served as secretary of the Y. M. C. A.

The announcement is made that two additional stories will be built on the Grain Exchange Building at Sioux City, Iowa, as a result of the demand for office space, work will be commenced early in the spring.

The Marshall-Jacobson Grain Company is the style of a new firm to engage in the grain business at Oklahoma City, Okla. P. L. Jacobson has been identified with the flour business throughout the Southwest.

Octave A. Bruss, formerly in the grain business at Buffalo, N. Y., and who has seen service for a year with the Ninth Battalion, Canadian Railroad Engineers, expects shortly to re-engage in the grain business at Buffalo.

Charles B. Pierce, ex-president of Bartlett Frazier Company of Chicago and for years a prominent grain man on the Chicago market, has purchased a plantation at Rock Ledge, Fla., where he is spending the winter.

Henry J. Murdock, grain merchant of Boston, Mass., failed late in February. It was stated that he had bought corn at \$1.60 and oats at 83 cents delivered at Boston, involving the trade at Boston in losses of around \$50,000.

F. C. Vincent, a member of the Simonds-Shields-Lonsdale Grain Company of Kansas City, Mo., expects to return home about May 1. He has been engaged in Red Cross work for several months and is stationed at Coblenz, Germany.

George S. Carkener of Goffe & Carkener, Kansas City, Mo., was recently notified that the Distinguished Service Cross was awarded his son, Stuart Carkener, who was killed in action while serving in the 76th Field Artillery at Roucherès, France, July 21, 1918.

J. P. Kenny and K. R. Ayer have formed a partnership to engage in the grain brokerage business at Montreal, Quebec. A branch will also be opened at Winnipeg, where Mr. Kenny will have charge, while Mr. Ayer will manage the business at Montreal.

D. J. Schuh, executive secretary of the Cincinnati Grain and Hay Exchange, was married late in February to Miss Marguerite J. Thorman of Newport, Ky. The young couple, after a honeymoon trip to Palm Beach, Fla., will be at home at Pleasant Hill, Fort Thomas, Ky.

The Grain and Hay Club of Indianapolis, Ind., entertained the members of the club with a dinner at the Lincoln Hotel on the evening of February 21. Following the dinner an excellent entertainment and social program was given, after which a business meeting was held and a number of the members spoke on subjects of interest to the local grain trade.

J. L. McCaull, president of the McCaull-Dinsmore Company of Minneapolis, Minn., is chairman of a committee composed of Minneapolis grain men to take up with officials at Washington the lack of protection, in the new wheat guaranty bill, for grain traders. As the bill affords protection for millers, wholesalers, bakers, jobbers, etc., the grain traders think they should also be included.

At a meeting of the Gunnell-Windle Grain Company in February it was decided to reorganize as the Great Western Grain Company with an increase of capital stock from \$60,000 to \$100,000. The company last July obtained a lease of the Chicago Great Western Grain Elevator in North St. Joseph and has had the plant overhauled and modernized. The elevator now has a storage capacity of 150,000 bush-

els and a handling capacity of 25 cars a day. The officers of the new company are F. R. Windle, president; A. D. McCubbin, secretary; J. A. Gunnell, general manager.

The Buffalo Board of Trade will make alterations to the ground floor of the Chamber of Commerce Building, at a cost of \$10,000 to give enlarged space for the new bank which will be established there as a part of the Federal Reserve System.

The Hales & Edwards Company of Chicago, Ill., operators of the Riverdale Elevator, have purchased the property at Courtland Street and the Chicago & Northwestern right of way, owned by the Northwestern Grain & Malt Company. The consideration was \$300,000.

The Marshall-Jacobson Grain Company of Oklahoma City, Okla., has been incorporated by S. A. Marshall, Guy Marshall and P. L. Jacobson. Capital stock is \$25,000. The members of the firm have been engaged in the grain business in Oklahoma City and Watonga, Okla., for the past 10 years.

Tiffany & Johnson have organized to conduct a general cash grain business on the Omaha market. Mr. Tiffany was for a number of years manager of the Omaha office of E. W. Wagner & Co. of Chicago, Ill., and Mr. Johnson has been identified with the grain trade of Omaha for very many years.

A. E. and H. E. Hartley announce the opening of a cash grain business at Indianapolis, Ind., with offices at 402 Board of Trade Building. The new office will be under the personal management of A.

E. Hartley, who has had years of experience in all branches of the grain business. The grain brokerage business at LaFayette will continue to be conducted by H. E. Hartley.

The following amendment to the constitution of the St. Joseph Grain Exchange was recently adopted: On grain sold on track and ordered to elevators, mills or warehouses, the seller shall have the right to demand 75 per cent of the contract price, based on railroad weights, if actual weights are not furnished within five days from the time of sale on delivery of proper papers.

The A. C. Gale Grain Company of Cincinnati, Ohio, announces that on March 1 their hay department commenced operating under the name of the Gale-McMillan Hay Company. This company is incorporated for \$25,000. Headquarters are at Cincinnati with a branch office at Celina, Ohio. The company is managed by L. G. McMillen and A. L. Hess who have had 10 years experience in the hay business.

John M. Trenholm, who left the grain and hay business at Memphis, Tenn., about two years ago to take care of his plantation interests, has organized the Mississippi Grain Company of Memphis, with a capital stock of \$50,000 and re-engaged in the grain and feed business on that market. Incorporators are J. M. Trenholm, W. P. Battle, E. R. Turley, Robert Ruffin and C. O. Becker. The old Trenholm Elevator at Binghamton, a suburb of Memphis, has been repurchased and will be used for the manufacture of mixed feeds.

## TRADE NOTES

A. W. Strong, head of the Strong-Scott Manufacturing Company of Minneapolis, Minn., was recently elected the first president of a new Minneapolis manufacturers association, known as the Minneapolis Manufacturers Club.

Norman Ellis of the Ellis Drier Company, Chicago, recently with the Canadian Engineers, has returned from his duties overseas and has assumed his former office in the manufacture and sale of the well-known Ellis Grain Driers and Ellis Meal Driers.

The Burrell Engineering Company of Oklahoma City, Okla., closely affiliated with the Burrell Engineering & Construction Company of Chicago, Ill., has removed its offices to the Security Building, Kansas City, Mo. T. L. Burrell is manager of the Kansas City office.

A feature of the Tri-State Country Grain Shippers Association which will convene in Minneapolis, Minn., June 25 to 27, will be an industrial exhibition of the machinery used in country elevators. Type samples of grains under the official standards will also be shown.

Blaylock & Knapp, manufacturers of structural steel for general grain elevator and flour mill work, removed their general offices on March 1 from the Webster Building into larger quarters in Rooms 1359-60 Monadnock Building. They recently bought the Lake View Iron Works and are operating the plant in conjunction with their outside iron and steel work. Mr. Knapp is an experienced worker in iron and steel, having been for a number of years with A. Bolters' Sons, steel fabricators. Mr. Blaylock has been engaged in grain elevator engineering work for the past nine years, part of the

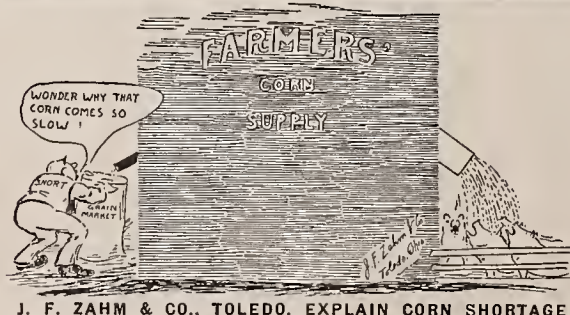
time with James Stewart & Co. Their special work includes steel scale hoppers, machinery and belt supports, stairs, fire escapes, etc.

In connection with the Twenty-Fourth Annual Convention of the Fraternity of Operative Millers of America which is to be held in Kansas City, Mo., June 2 to 7, there will be individual exhibits of grain elevator and flour mill machinery and supplies. A special hall in the Coates House, the convention headquarters, has been reserved for this purpose.

An interesting feature of the automobile show held in St. Louis, Mo., the last week in February, was the display of the first production pennant offered by the Bureau of Air-Craft Production and won by the Nordyke & Marmon Company of Indianapolis, Ind. This company built and shipped 246.4 per cent of its allotted quota of Liberty Air-Craft Motors during the month of October, 1918.

The Morse Chain Company, Ithaca, N. Y., announces that they are advised by Mr. P. A. Morse of the Morse Engineering Company, their Western representatives, St. Louis, Mo., that the Kansas City offices have been removed from the old quarters in the R. A. Long Building to more commodious rooms, Suite 211-212, Finance Building, where Mr. W. V. Warner, the office district manager will greet their friends.

The Chicago & Northwestern Railway Terminal Elevator, illustrated with lantern slides, was the subject of an address March 10 before members of the Western Society of Engineers, Chicago, by F. C. Huffman, resident engineer for the Chicago & Northwestern Railway. The address was prepared and was to have been made by W. H. Finley, president of the Chicago & Northwestern Railway who, at the time the elevator was built was chief engineer for the railway company. Mr. Finley, however, was unavoidably absent on account of other business. The slides showed the construction of the elevator from start to finish with detailed description of this 6,000,000-bushel house. Among the well known engineers and others who took part in the discussion following the address, were James Macdonald, president of Macdonald Engineering Company; A. T. Perkins, president of the





# THE AMERICAN ELEVATOR AND GRAIN TRADE

Webster Manufacturing Company, who furnished the machinery for the elevator; J. C. Blaylock of Blaylock & Knapp; Edw. Munn and Geo. Stowe of Witherspoon-Englar Company, contracting engineers for the elevator; George Thompson and George Stewart with Armour Grain Company, operators of the elevator.

The February number of *Graphite*, published by the Joseph Dixon Crucible Company of Jersey City, N. J., contains as one of its special features an illustration of the Schultz & Niemeier Commission Company elevator at Granite City, Ill. The elevator was painted in May, 1918, with Dixon's Silica-Graphite Paint and the owners write that from its appearance we conclude "it will outlast any other paint we have applied before." The Dixon company will be pleased to send some of their illustrated literature to owners and others interested.

"A Chain of Evidence" is the title of publication No. 16 on small power drives, just issued by the Morse Chain Company of Ithaca, N. Y. To those interested in modern power transmission the publication will prove most valuable and interesting. Seldom has a booklet of this character been more profusely or adequately illustrated. It is as though "he who runs may read." Typical examples of the Morse Silent Chain Drive are given for all kinds of plants and purposes. A very noteworthy example is the 100-horsepower drive in the Soo Line Terminal Elevator at Minneapolis, Minn. The closing pages of the publication give instructions for users of the silent chain drive and an information card which properly filled out, gives the Morse

## AN INSTALLATION OF THE ZELNY THERMOMETER SYSTEM

The Globe Elevator Company of Duluth, Minn., recently had the Western Fire Appliance Works of Chicago install a Zeleny Thermometer System in 30

is a separate cable running from each plug on the back of the switchboard to and down through the center of its respective bin. The cable in the bin is enclosed in a heavy steel tubing to protect the wires and to withstand the great strain on them when emptying the bin. This steel tubing is suspended from the top of the bin and allowed to swing freely at the bottom. There are no batteries nor electric current used in operating this system so that the upkeep is practically nothing.

It is very simple to operate. To take a reading, the operator plugs the receptacle (shown in Fig. 3) on the switchboard to the bin he wishes to read and then turns the switch (shown in Fig. 3) so that the pointer is on "set." He next sets the scale (shown in Fig. 1) so that the perpendicular black line through the circle of light indicates the temperature to correspond with that shown on the thermometer on the right hand side of the reading instrument, which is the temperature of the room. Then by turning the pointer on the switch (in Fig. 3) to the different depths, as five feet, ten feet, fifteen feet, etc., the exact temperature at those depths in that bin immediately appears in the circle of light on the reading scale in Fig. 1.

By taking a reading of the grain when it is first placed in the bins, and keeping a record of it and of all subsequent readings, the operator, by comparing the temperature readings, can tell at once when the grain commences to heat, so that this system saves him the expense of needless turning, and also eliminates all chances of allowing the grain to get out of condition.

The Zeleny Thermometer has been on the market



FIG. 3.—SWITCH AND PLUG RECEPTACLE

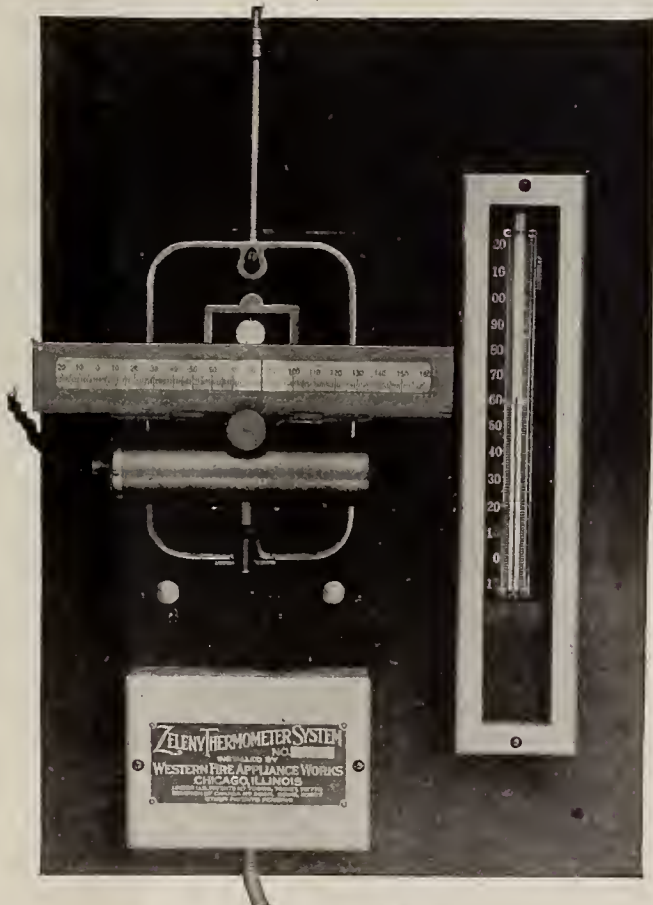


FIG. 1.—READING INSTRUMENT

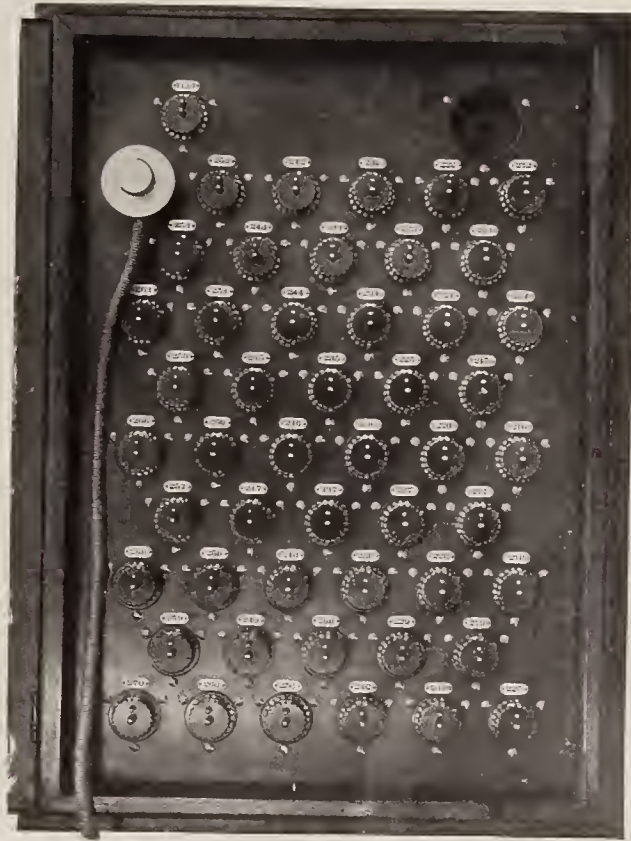


FIG. 2.—PLUG TYPE SWITCHBOARD

Chain Company the information necessary to correctly design a chain drive to meet the operators' requirements. The publication will be mailed on request.

The R. M. Van Ness Construction Company of Omaha, Neb., has removed from its old location into a store room at 1901 Harney Street where the company will carry a full line of grain elevator machinery and supplies, handling same in connection with their grain elevator construction work.

The Bernert Manufacturing Company of Milwaukee, Wis., manufacturers of the Bernert Pneumatic Elevators, combined elevators and loaders, etc., expect shortly to be located in their new, modern factory building at Clarke and Thirtieth Streets, where they will have adequate facilities and an increased force of workmen for the manufacture of their popular line of machines. The following directors were elected at the recent annual meeting of the company: George Bernert, J. Bernert, Oswald Jaeger, C. C. Gilles, P. C. Kolinsky and George L. Baldauf.

large concrete storage tanks and 20 interstices at their Peavey Duluth Terminal Elevator.

This system is designed to give the temperature of the grain in these bins at any time. There are 20 thermo-couples or reading stations, every five feet apart down through the center of each bin, making a total of 1,000 reading stations.

The reading instrument and switchboard are located in a small room on the bin floor of the working elevator, and are of the latest improved type on which patents have just been allowed to the Western Fire Appliance Works.

In the accompanying illustrations Fig. 1 shows the reading instrument; Fig. 2, the latest plug type switchboard, and Fig. 3, the switch and plug receptacle.

The switchboard is provided with 50 plugs, each one numbered to correspond with the bin to which it is connected. Each plug has 20 connecting points, and there is a wire running from each connecting point to its respective reading station in the bin. These wires are in the form of a cable, and there

about 15 years, but it has only been in the last few years that the elevator trade has come to realize the great value of it. During the past three years, the Western Fire Appliance Works have equipped in the neighborhood of 2,000 tanks, and 60 per cent of this number was for elevator operators who already were using the system and had it extended in additional tanks.

OUR Grain Corporation may not be above criticism in all its policies, but at least they have escaped the censure that the Grain Supervisors of Canada have been subjected to. H. H. Stevens of Vancouver has given notice to Ottawa that a resolution will be presented at the Dominion Parliament calling for the dismissal of the Board of Grain Supervisors on the ground that "it is evident a grave blunder has been made by those having in charge the handling of the Canadian grain crop of 1918." The complaint is that less than half of the exportable grain has reached the Seaboard and there is congestion at the seaport and transfer points.



## NEWS LETTERS

## KANSAS CITY

B. S. BROWN - CORRESPONDENT

THE Kansas City office of the Grain Corporation has loaded out nearly 4,000,000 bushels of its huge stock of wheat on requisitions filed by millers in this zone. Stocks now are down to 9,500,000 bushels. There has been a decided change in the attitude of millers in the past two weeks. Previous to that they were clamoring for Government wheat and were paying fancy premiums for carlots on the open markets, as much as 38 cents over the guaranteed prices, but now, due to the lifeless condition of the flour market throughout the country, they have reversed their attitude. Government shipments more than satisfy the general demand. The open market at Kansas City is the dulllest in many months and prices have dropped under the level at which the Grain Corporation is selling, showing how difficult it is for holders to dispose of the moderate arrivals. The Government is getting the guaranteed prices plus 12 cents, the latter representing carrying charges and in some cases a profit, while on the open market some grades are obtainable 3 to 4 cents cheaper than this. It will probably take until May for the Government to deliver all the wheat that the mills have contracted for. Its policy at first was to speed elevators up in loading, but it was soon found that they could make shipments much faster than was necessary. Mills in many cases were receiving wheat faster than they could handle it, which led to a ruling allowing them to leave the grain at Kansas City if desired, provided they took over the warehouse receipts and assumed responsibility for all further expenses.

A membership in the Kansas City Board of Trade sold recently for \$12,500, the highest price ever paid for a seat in any grain exchange and \$2,500 more than the last sale here. E. W. Wagner paid the record price for the membership of Elick Lowitz. Both are of Chicago. The Hodgson-Davis Grain Company has become the Kansas City representative of E. W. Wagner & Company of Chicago. Private wires have been installed.

George Aylsworth, former president of the Aylsworth Grain Company and now secretary of the Aunt Jemima Mills Company of St. Joseph, Mo., has opened a temporary office in Kansas City, where he has charge of a new stock issue.

Total deliveries at Kansas City on February contracts were 211,000 bushels of corn and 99,000 bushels of oats.

Directors of the Kansas City Board of Trade at a recent meeting created the new position of assistant secretary, to which W. H. Frazell, Jr., was appointed. Mr. Frazell has been chief clerk in the secretary's office for the past nine years and is thoroughly familiar with all details of the work. E. D. Bigelow has been secretary for 24 years.

Wheat receipts at Kansas City in February amounted to 1,291,950 bushels, compared with 1,691,530 bushels in January and about half as much a year ago. A substantial reduction occurred in corn arrivals, the total amounting to only 1,422,500 bushels, about a fourth as much as in January and less than a fifth as much as a year ago. Oats receipts were about up to the average, 1,354,500 bushels. Barley arrivals were liberal, 378,000 bushels, compared with only 46,500 bushels a year ago.

The Food Administration Grain Corporation has over 200,000 bushels of wheat in store at Wichita and Norwich, Kansas, which it is trying to dispose of at 20 cents over the guaranteed prices. Carrying charges have not been over 15 cents on most of the grain and mills have objected to paying such prices, saying by so doing they would cause a similar advance in prices on the open market. It is reported that Texas and Oklahoma mills took a moderate amount.

Numerous grain firms at Kansas City are urging Governor Allen of Kansas to reappoint George B. Ross to the position of chief inspector in the Kansas State Grain Inspection and Weighing department. There are several other applicants. The appointment will be made between now and the first of July. A bill is before the Missouri legislature to make a substantial increase in the number of employees in the Missouri

grain inspection office. James T. Bradshaw is in charge. He also is seeking reappointment and has the backing of a large number of receivers and shippers at both Kansas City and St. Louis.

An experimenter in cross-breeding recently sent C. E. Watkins of the Kansas City Board of Trade an ear of corn with grains of eight distinct colors and numerous blends. The grains were unevenly distributed.

Frank G. Crowell, first vice president of the Food Administration Grain Corporation, spent the latter part of February in Kansas City, looking after his personal affairs. Before leaving for New York he said he probably would not stay in his present position after plans for handling the 1919 wheat crop had been completed.

Stuart Carkener, son of George S. Carkener of the grain firm of Goffe & Carkener, Kansas City, has been posthumously awarded the Distinguished Service Cross by General Pershing, the war department officially announced February 22. The citation reads: "For extraordinary heroism in action near Roncheres, France, July 31, 1918. Despite the fierce shelling to



CORPORAL STUART CARKENER, KILLED IN ACTION  
Posthumously Awarded the Distinguished Service Cross.

which he was subjected, Corporal Carkener remained at his forward observation post many hours, until killed by enemy shell fire."

Corporal Carkener first entered the service as an ambulance driver in the French army in the spring of 1917, leaving Princeton University, where he was a sophomore. He later transferred to a truck driving section, due to an urgent need for experienced drivers. The following September he returned to the United States to spend Christmas with his parents, and while in this country enlisted in the 76th Field Artillery, to which he was attached at the time he was killed. He was 21 years old.

Charles T. Neal, second vice president of the Grain Corporation, has been called to Europe by Herbert Hoover, to engage in relief work at one of the distributing stations. The past year he has been in charge of the Food Administration's Omaha office, and previous to that was a member of the Kansas City firm of Aylsworth-Neal-Tomlin, elevator operators. He will be accompanied by Mrs. Neal. During his absence the Omaha office will be under the supervision of D. F. Piazzek, Kansas City agent, with L. E. Conklin of Omaha in active charge.

There was an unusually dull demand for carlots of corn at Kansas City the latter part of February, despite small receipts and relatively low prices. Advances from feeders in the Southwest, who were the heavy buyers a month ago, indicated that excellent pastures had enabled them to do without corn to large extent.

Ernest Lieber, who has been connected with the Terminal Grain Company in the Board of Trade building for ten years and for three years previous to that with the Aylsworth Grain Company, severed his connection with the Terminal the first of February and has established the Lieber Brokerage Company, with

offices in the Glover Block, across the street from the Board of Trade, and which is considered a sort of annex to it. He will conduct a strictly brokerage business, and his long acquaintance with the grain trade and with dealers has so fitted him for the head of a brokerage company that he has already built up a good business. He was chief clerk with the Terminal when he left that company.

All reports received at Kansas City on the condition of winter wheat in Kansas are highly favorable and without unusually adverse weather in the spring it is expected the crop will reach fully 200,000,000 bushels, a new high record. Conditions in Oklahoma are likewise favorable, the last state report showing a general condition of 95 per cent of normal.

It is reported that Harry J. Smith, assistant to D. F. Piazzek, zone agent of the Food Administration at Kansas City, is to resign shortly and enter the grain business for himself.

Lieut. R. R. DeArmond, a former member of the Kansas City Board of Trade with the Russell Grain Company, has been awarded the Croix de Guerre by the French command for conspicuous bravery. In a letter to James N. Russell he modestly states that his platoon got into a tight place and had to fight its way out. He was wounded at the time, though not seriously.

Ben C. Moore of the Moore-Seaver Grain Company, Kansas City, has succeeded George Aylsworth as the director in the Grain Dealers National Association from the Kansas City Board of Trade.

Harry J. Dittenbaugh and George S. Carkener will represent the Kansas City Board of Trade at the annual convention of the United States Chamber of Commerce in St. Louis next July.

Isaac La Grange, a pioneer grain man of Kansas City and immediate territory, died in his home in Kansas City, Kan., March 2, aged 90 years. He came to Paola, Kan., in the '50s and entered the grain business. After amassing a small fortune, he removed to Kansas City, Kan., where he also became interested in the banking business.

## ST. LOUIS

R. O. JOHNSON - CORRESPONDENT

SPECULATION in corn futures on the St. Louis Merchants Exchange has been the most active in months, and, generally speaking, traders have made money, as the unusually small primary movement and high cash premiums over futures induced the rank and file of operators to favor the advancing side. Prices have mounted over 25 cents in the past 36 days, and there is no indication that the crest of the upturn has been reached, as even with the wide advance farmers show no disposition to market their surplus stocks freely.

There are so many bullish factors in the situation that, whereas some time ago traders were talking dollar corn, the same operators now are arrayed on the buying side, and are confident that the market later in the year will reach towards \$1.75.

Regardless of the fact that the Government report on farm reserves totaled some 50,000,000 bushels over private estimates, bulls ignored this factor, as statistics show hogs on the farms to be about 7 per cent over those of last year, despite the enormous run to market. Food Administrator Hoover's statement that wheat might sell at \$3.50 per bushel if Government control of prices is abandoned, played into the hands of the bulls, as did announcement that the Allies will feed Germany, as well as other European nations; and that many millions of bushels of wheat in Australia have been held so long as to be nearly worthless. Indications that exports of all grain shortly will increase, owing to European needs also held buyers, as did the announcement that after March 15, the Government will sell its wheat to mills at cost, \$2.26, plus charges.

Shipments by the Federal Barge Line on the Mississippi River have been increasing. The Marshall Hall Grain Company has furnished over 80 per cent of the total tonnage of the barge line since its inauguration. The Powell and O'Rourke Grain Company also has shipped considerable corn for Cuba.

A. W. Mackie, manager of the Mississippi section of the Mississippi-Warrior Waterways, announced that the largest cargo of packet freight that has been handled since the waterway service began September 28th was taken down stream recently by the towboat Barrett.

All told, the Barrett took downstream 892 tons of freight, including the following large consignments from St. Louis firms: One hundred and fifty tons of



brick from the Laclede-Christy Clay Products Company, destined for Colon, Panama; 73,000 pounds of lumber from the Boeckeler Lumber Company, destined for New Orleans; 660,000 pounds of flour from the Plant Milling Company, destined for Porto Rican points; 219 tons of sacked corn from the Powell & O'Rourke Grain Company, destined for Havana; 25,000 iron beds from the Smith & Davis Manufacturing Company, destined for New Orleans; 30,000 pounds of electric fans from the Emerson Electric Company; for New Orleans, and 30,000 pounds of paper bags from the Cruden-Martin Manufacturing Company, for Memphis.

\* \* \*

Edward J. Dunn, 57 years old, for nine years manager of the Western Union Telegraph Company's branch office in the Merchants' Exchange Building, died recently of uraemic poisoning at the residence of his sister-in-law, Mrs. Annie Dunn. Mr. Dunn, who had been in the employ of the Western Union for 42 years, worked up from the rank of messenger boy. He had been an operator on 'Change for many years prior to his accession to the management of the building branch and was very popular among members of the Merchants' Exchange. He was unmarried.

\* \* \*

The report in this column last month of a fire at the warehouse of the Shisler-Corneli Seed Company was erroneous; the fire, which was reported wrongly in the local dailies, was in another block on the same street. The Shisler-Corneli Seed Company informs us emphatically that they have suffered no loss whatever from fire.

\* \* \*

After the meeting of the Missouri Grain Dealers Association in St. Louis recently, E. W. Wagner & Co., of Chicago, in their grain letter on the convention, published the following: "Best corn joke of the convention: 'Down in southern Illinois the curfew had to be discontinued. The bell woke the folks up.'" W. B. Christian is St. Louis representative of E. W. Wagner & Co.

\* \* \*

The St. Louis Merchants Exchange has issued the following circular: "The farmer who sows spring wheat on either corn or oats land this year is penny wise and pound foolish. He may secure a temporary profit, which may be offset by a permanent loss. If the corn acreage is small, corn prices will be high, even perhaps as high as wheat on a yield-per-acre basis. Aside from this, the farmer who introduces spring wheat into the soft wheat belt is a menace to his neighborhood. In such a way mongrel wheats are born, without proven milling value, wanted only for export. The wheat of a very large area may be infected by resowings out of the spring wheat raised in the winter wheat territory this year. The soft wheat territory has been gradually diminishing for years, and it would be very highly unfortunate for the farmer and for the country as well, if the purity of the soft wheat should not be maintained. Aside from these immediate matters of self-interest, it is poor patriotism to raise wheat on such corn and oats land for the sole purpose of making money out of the Government guarantee, and without regard for the need of the wheat itself."

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The Anheuser-Busch Brewery, in connection with the reopening of its Bevo plant, is to build and operate a mixed feed plant that will produce 100,000,000 pounds of cattle, horse and hog feed and give employment to 1,000 or more men. Mr. Busch in speaking of the business of the new company said it was being planned to use the entire dried grain by-products of Bevo, malt candy and malt syrup, amounting to more than 15,000,000 pounds a year, as the basis of mixed feeds. The feed industry will be established as rapidly as the plants can be made and the machinery installed. Mr. Busch declares that one of the recent serious problems confronting the feed manufacturers has been how to find substitutes for dried brewers' grain.

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Ralph Pendleton of the Pendleton Grain Company, St. Louis, will leave shortly for an extended trip through California. Mr. Pendleton is one of the most active grain men in St. Louis, and says his recent labors have been sufficient to entitle him to a good rest.

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Louis Fusz, Jr., president of the Regina Flour Mills Company, St. Louis, and vice-president of the Liberty Bank, is seriously ill at Mullanphy Hospital, as a result of a stroke of paralysis which he suffered March 5. Mr. Fusz is one of the oldest members of the Merchants Exchange and has been a resident of St. Louis for 66 years. He is 80 years of age.

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The following circular has been issued to St. Louis Merchants Exchange members by Traffic Commissioner Charles Rippin: "The barge line will now absorb all switching charges necessary to deliver freight at the docks at the foot of North Market Street, St. Louis, Mo., and 401 South Front Street, East St. Louis, Ill. This service may be performed by dray, in which event the actual cost, but not exceeding 60 cents per ton of 2,000 pounds, will be absorbed. The cost of

transferring freight from cars on to barges will also be taken care of by the barge line. Rates on less than carload traffic apply only to and from the waterways' wharf in East St. Louis, Ill. At St. Louis, in addition to applying from the waterways' wharf at foot of North Market Street, the less than carload traffic rates will apply to and from the designated public receiving and delivering stations of the Central Transfer Company, Columbia Transfer Company and Fidelity Transfer Company.



ONE of the most significant of the rather numerous indications that the return of the grain and hay men, as a body, to the Chamber of Commerce is desired, was the filing of a petition to that effect with the Board of Directors of the Chamber not long ago. The petition was signed by a number of members of the big organization, including not a few well-known and influential business men, and recited the well-known reasons why it is desirable for so large and important a trade as the grain and hay men represent to be an integral part of the city's chief business organization. The Board took due cognizance of the filing of the petition, and officially expressed its entire willingness to consider any reasonable proposition for the return of the Exchange to the Chamber of Commerce fold. In fact, it can be said without any danger of exaggeration that the sentiment within the Chamber for the return of the grain and hay men is more emphatic than is such sentiment among the latter themselves, as they seem to be entirely satisfied with the results of their secession.

One of the chief points made by the advocates of the return of the Grain and Hay Exchange to the Chamber of Commerce is that the big trading floor of the Chamber, with its boards on which stock and commodity prices from the principal markets of the country are recorded direct from the tickers, has been virtually unused since the departure of the grain men. A periodical reading-room occupies part of it, the produce exchange men use another corner, and the markets are still covered; but the major portion of the space has always been used by the grain men, and they are sadly missed. The increasing interest shown by them in the discussion of plans for their own building, however, seems to indicate that they are not particularly impressed by the gap which they left in the Chamber and in its facilities. It is declared that a sizable building, well located with reference to the business section, could be completely and profitably occupied by the Grain and Hay Exchange and its members, whose offices are now scattered all over town; and it is by no means improbable that the current year will see some definite action taken toward the construction or lease of such a building, especially in view of the fact that the new administration, headed by President Terrell, is strongly in favor of such a move.

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Dominic J. Schuh, executive secretary of the Grain and Hay Exchange, and a highly popular official with the members of the organization, surprised his friends on February 27 by getting married, his bride being Miss Marguerite Thorman, a resident of Newport, Ky., just across the river. The news simmered out in time for members of the Exchange to extend to Mr. Schuh and his bride their hearty congratulations, and to give substantial evidence of their esteem and good wishes in the shape of numerous handsome gifts. Following the ceremony Mr. and Mrs. Schuh departed for a honeymoon at Palm Beach, and on their return they will go to housekeeping in Fort Thomas, one of the prettiest of the Kentucky suburbs of Cincinnati.

\* \* \*

The important Committee on Arbitration of the Grain and Hay Exchange was named recently by the Board of Directors, with W. R. McQuillan, former president of the Exchange, as its head, and the following additional members: Lyle C. Lord, F. F. Collins, G. E. Linder, W. A. Stueve, F. R. Brown and E. A. Fitzgerald.

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The death on February 13 of Robert J. H. Archibale removed from the Cincinnati business world one of its most kindly and charming figures, and a personality warmly and intimately known to all members of the grain trade in the city. Mr. Archibale, who was just over 67 years of age, had recently celebrated his fiftieth anniversary as an employe of the Cincinnati Chamber of Commerce, which organization, in recognition of his long and faithful service, had made him an honorary life member. It was as custodian of the trading floor of the Chamber, used for many years by the grain men, that "Bob" Archibale became so intimately acquainted with the members of the trade, and they with him; and it is a fact that leaving him was one of the things which most irked the grain

men when they seceded from the Chamber as a body a year ago. His business ability is attested by the fact that he was president of the Madisonville Deposit Bank, located in the suburb in which he lived, and of the Cottage Building and Loan Association of Madisonville; and his social and fraternal affiliations included the Masonic Order, in which he had attained the thirty-second degree. Membership in the fine Cincinnati Home Guard Regiment was a matter of active service with Mr. Archibale, in spite of his age, and his friends say that his insistence on attending drills and other service regularly during the severe winter of last year had much to do with undermining his health. He was born in Glasgow, Scotland, coming to the United States as a lad. Mrs. Archibale, three sons and two daughters constitute the surviving family. Among the Chamber of Commerce and grain trade representatives at the funeral were H. Lee Early, B. H. Wess and E. A. Fitzgerald.

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An interesting addition to the personnel of the Cincinnati Grain and Hay Exchange is that of Earl J. Kramer, a son of the late William H. Kramer, whose estate, conducting the grain and hay business formerly operated by Mr. Kramer, is a member of the Exchange. When Earl J. Kramer attained his majority recently his application for membership in the Exchange, representing his father's business, with which he has for several years been connected, was promptly approved by the directors, and he consequently succeeds Verner Stickel in that capacity.

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Additional clerk memberships of the Cincinnati Exchange, approved at the latest meeting of the Board of Directors, include those of A. L. Hess, Roy E. Pierce and E. W. Turner, all of the A. C. Gale Grain Company, and John Kelly, of the William H. Kramer Estate.

\* \* \*

A. C. Gale, for some years well and favorably known in the Cincinnati grain trade, is one of the incorporators of a new concern in Cincinnati, under the name of the Gale-McMillen Hay Company, with a capital stock of \$25,000. L. G. McMillen, Murray Eisfelder and others are also in the company.

\* \* \*

The joint Ohio crop report issued under date of March 9 by the Ohio Department of Agriculture and the United States Bureau of Crop Estimates indicates that 15 per cent of the state's 1918 wheat crop remains on the farms, amounting to about 6,532,000 bushels, as compared with 22 per cent of the 1917 crop in the hands of farmers a year ago, and a 10-year average of 26 per cent, indicating that the prevalent high prices have moved the wheat. It is estimated that 55 per cent of the entire crop either has been or will be shipped out of the county where grown, as compared with a 10-year average on this point of 45 per cent. Of the corn crop, 29 per cent, or 38,628,000 bushels, remains in the hands of the farmers, as compared with 41 per cent a year ago, and a 10-year average of 37 per cent, while 36 per cent of the oats, or 28,512,000 bushels, is still held, and 23 per cent, or 724,500 bushels, of the 1918 barley crop.



CHANGES in the personnel and membership of Duluth Board of Trade houses have been comparatively limited during the last few months. It is to be noted that the Bartlett Frazier Company of Chicago has been admitted to corporate membership on the Board. A wire service was recently established by Lamson Bros. & Co. of Chicago in the lobby of the Duluth Board's trading floor, with S. A. McPhail as their representative. Trades are being executed by that house in grain and stocks on the Chicago and New York boards.

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Migrations of grain trade operators here to California and Florida points during the winter months have not been so noticeable during the last two years as in the early in the war period when traders were making big turnovers and cleanups in the course of their operations. A few of the traders are, however, still able to get away for changes of scene. Charles F. Haley, manager of A. D. Thomson & Co., and James S. Graves, assistant manager of the Capitol Elevator Company, are at present in California.

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M. L. Jenks, William Grettum, J. F. McCarthy, W. W. Bradbury, M. M. McCabe, W. C. Mitchell, P. H. Bevis and Charles F. Macdonald represented the Duluth Board of Trade at the twelfth annual meeting of the Farmers Grain Dealers Association of Minnesota, held at St. Paul recently. Some points in which slight differences of opinion between shippers and handlers at the terminals had arisen were smoothed out. Members of the local delegation said on their return that there is every assurance of a record acreage be-



ing seeded to spring wheat this season over Minnesota and North Dakota. It is admitted, however, that the attention given to wheat may be at the expense of coarse grains in some districts in the Northwest.

W. G. Starkey, son of H. A. Starkey, president of the Consolidated Elevator Company, has returned to civil life after a year in the army. He was with the Ninety-first Division on the Argonne Front in France during the severe fighting preceding the signing of the armistice. He was hit by a bullet in the abdomen, but has completely recovered. He will resume his former position as buyer with Randall, Gee & Mitchell on this market.

Operators on this market are sanguine that the proposal to abolish the dual system of grain sampling at the terminals here, as suggested in a bill introduced in the Minnesota State Legislature at St. Paul, will be thrown out. Its passage would result in doing away with Duluth Board of Trade's Grain Sampling Bureau that has been in operation for several years. The local bureau has proven to be of advantage to grain growers in the Northwest through furnishing a check upon the State Inspection Department. Appeals taken have resulted quite frequently in the grades being raised on reinspections, so that farmers over the West joined the grain men here in entering protests against the passage of the dual sampling abolition bill.

Figures recently furnished by Minnesota State Grain Inspection officials at Duluth, demonstrate that the quality of the 1918 wheat crop was perhaps the highest on record. Out of 41,711 cars of spring wheat inspected on this market from July 15 to December 31 last, 35,180 cars, or 84 per cent, graded No. 1 Northern. Of the total cars of spring wheat inspected, 35.11 per cent graded dark Northern, 62.09 per cent Northern, and 2.80 per cent red spring. Of the 41,711 cars of wheat inspected, 30.50 per cent graded No. 1 dark Northern, the premium grade; and 52.11 per cent graded No. 1 Northern. Reports show that for the same period, 76.33 per cent of the durum wheat inspected graded amber durum, 16.93 per cent fell into the next lower sub-class, and 4.04 per cent graded red durum. Of the 7,032 cars of amber durum 94.31 per cent graded No. 1 or No. 2.

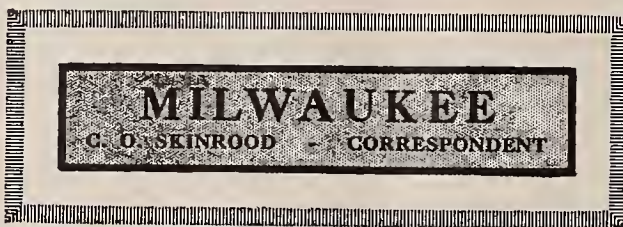
Grain handlings of all kinds have been at a minimum on this market during the last month as a result of the elevators being filled to capacity and the restrictions in effect against any further movement this way from country points. As illustrating the congestion in storage facilities it may be mentioned that stocks in the elevators show a variation of only 20,000 bushels, as compared with 30 days ago. Stocks in store on February 15 aggregated 29,974,000 bushels while holdings now are 29,954,000 bushels, as a result of the shipping out of flaxseed supplies that had been on hand. The Food Administration holds practically all the wheat, barley and rye on hand, apart from a comparatively small tonnage of the two last named grains on store at the Itasca Elevator Company's plant. It is not expected that the handling situation will show any improvement much before the opening of the lake navigation season as the Grain Corporation has intimated that no all-rail shipments will be made from here to the East. A rush of shipments is being counted upon when navigation opens, and with large quantities of wheat and other grains still in farmers' hands over the West, handlers on this market are looking forward to a busy spring season.

In consequence of the restricted receipts millers at the Head of the Lakes have been experiencing difficulty in obtaining sufficient supplies of late to maintain their plants in operation at more than half capacity. Wheat buyers for the mills here recently paid \$2.35 for No. 1 Northern, a premium of 12½ cents over the Government's fixed basis. With such high premiums it is thought that a sufficient movement of wheat from country points will be brought about to keep the local milling establishments running. Although the Grain Corporation has announced that it will sell its holdings to mills when applied for, millers would prefer to buy direct from the country in order to obtain the benefit of the screenings. According to the notice posted on this market the Grain Corporation's sales of wheat will be at a basis of 14 cents above the fixed price on March 15, with a further advance of 1 cent in the premium for each 10 days or fraction thereof later. Contracts will be made before April 30 for delivery f. o. b. vessels at 17 cents premium for loading at any time within 15 days after the opening of navigation.

Julius H. Barnes, president of the Food Administration Grain Corporation, recently paid a flying visit to the Duluth market. In the course of an address to members on the trading floor, he asserted that the 1918 wheat crop had been already fully marketed and that the Government would sustain no financial loss in handling it. He suggested that members of the grain trade should not jump the stream before coming to it, as regards finding solutions for the marketing of the 1919 wheat crop. He admitted that

Food Administration officials have not as yet found a key to the problem of taking care of the Government's price guarantee, but he expressed the opinion that the situation will be handled in a way that will cause the least possible disarrangement to grain men in the conduct of their operations.

Trade in oats and other grains for feeding purposes in this territory has been fairly active of late, according to R. M. White of the White Grain Company. As chairman of the relief committee of that branch, Mr. White has had in hand the issuing of orders for large quantities of feeds to farmers over the wide territory devastated in the Northern Minnesota bush fires of last October. Farmers in the territory affected had in previous years been liberal sellers of coarse grains, so that a market that did not exist before was created. Oats and barley mixed have been in demand for feeds over this territory during the last few months.



MILWAUKEE grain men are frankly confused by the new turn in the wheat situation. There is a general feeling, however, that the trend of the market is almost entirely dependent on what will be the policy of the Government with reference to the selling of wheat. Since the Government has the bulk of wheat in elevators, it must naturally be the dominating element, says Secretary H. A. Plumb of the Milwaukee Chamber. Figures are given here by grain men showing that there is very little wheat left in the country, probably not more than 20 or 30 per cent. And this wheat that is left to sell is not expected to be marketed generally until the spring work of farmers is over.

Mr. Plumb is also inclined to give great credence to what the Government says and the beliefs of Julius Barnes, who is the head of the grain corporation. Since Mr. Barnes knows all the facts and is bullish as to prices and as to prospects for large export demand, Mr. Plumb asserts that in all likelihood the assumption of the Government is correct.

The cancellation of the \$17.50 prices for hogs resulted in strong grain markets at Milwaukee for a few days, corn going up 8 to 10 cents, oats about 2 cents a bushel, rye 4 to 5 cents, and barley unchanged. The report of fairly large farm reserves of grain carried most prices back again from 2 to 4 cents a bushel, so that the advance was very largely cancelled.

The restricted grain trade in Milwaukee is noted by the fact that for the first week total arrivals were about 500 cars of all grains, as compared with about 750 cars in the previous week and more than 1,000 cars for the corresponding week a year and two years ago.

The March rate of interest has been determined by the Finance Committee of the Chamber of Commerce at 7 per cent.

The movement of corn to Milwaukee has been light, the total for the present crop being a little more than 3,000,000 bushels, as compared with about 2,000,000 bushels for the corresponding period of the previous crop year. The receipts of oats, however, for the present crop season have totaled 26,000,000 bushels, as compared with about 17,000,000 bushels for the corresponding period of the previous year. This represents a gain in oats receipts of about 50 per cent.

Among the new members of the Chamber of Commerce are William B. Parsons, Albert W. Holmes and Edward W. Diercks.

A petition has been sent to Washington to the Railroad Administration asking specifically that the lake differentials on car-ferries be restored. The movement was promoted by George A. Schroeder, traffic director of the Chamber of Commerce, and other leading traffic men of Milwaukee.

The Milwaukee grain congestion has been relieved to a considerable extent by the order of the Grain Corporation to ship out some 500,000 bushels of rye held in local elevators. The latest figures show that some 9,000,000 bushels of grain are now stored at Milwaukee.

Milwaukee grain men are much aroused over the possibility of getting one or more new railroads here, thus materially increasing the shipping facilities here which are now largely confined to the Chicago & Northwestern, the Chicago, Milwaukee and St. Paul and the Soo lines, the latter using the St. Paul tracks.

Frank Barry, traffic secretary of the Association of Commerce, has reported to the Railroad Committee of

the common council of the city that the vice president of the Gary loop lines, which connects the principal railroads entering Chicago, is eager to extend his railroad to Milwaukee. Mr. Barry also urged that arrangements be made by which the Illinois Central might enter the city so that the entire south might be opened to Milwaukee without the need of being tied up by the congestion surrounding Chicago. The entry of the Soo lines with a direct road is also urged by Mr. Barry, because it would open up Milwaukee to the great Canadian Pacific Railway system.

W. G. Bruce, secretary of the Association of Commerce, who recently returned from Washington, brought a report of great importance to grain men in his prediction that ocean ships would be coming direct to Milwaukee soon through the enlarged Welland canal and the other improvements proposed to make passage for large ships from the Great Lakes to the ocean. It is proposed to canalize about 46 miles of the St. Lawrence rapids.

A campaign has been started in Wisconsin to rid the state of a bad barley disease, that of barley stripe, which in some cases has killed about half of the barley plants. Soaking the seed in formaldehyde for about two hours is sufficient to kill the smut. Another plan suggested is to raise fresh seed on a clean plot so as to avoid diseased seed next year. Estimates are made that the disease destroyed 1,000,000 bushels of barley last year.

The Milwaukee grain market is gradually getting away from the grain permit system which has served to retard trade to some extent. According to the present regulations, no permits are required for grain shipments to the Milwaukee market except for wheat. The permit requirement as applied to rye, oats, barley and corn has been entirely removed. This is expected to prove an important factor in increasing receipts at the Milwaukee market for the balance of the year.

One of the most important movements ever started in Wisconsin as concerns the grain trade is that of urging the Wisconsin farmers to make use of more fertilizers. The Wisconsin Bankers Association is sending out thousands of bulletins to the farmers of the state asking the farmers to look into the plan and see if they cannot make more money from their grains if they bought fertilizers. Figures are given to show that the average Wisconsin farmer spends only 24 cents an acre on fertilizer, as compared with an average of \$2.50 an acre expended by the European peasant and farmer.

Milwaukee is working hard on the plan to get better lake service. It has been determined that a great conference of all the interests tied up with lake shipping service be called in Milwaukee March 28 and March 29. The general opinion is that the Great Lakes service will never be good until the Panama Act is repealed, which prevented the railroads from owning and operating boat lines. Some of the traffic experts of Milwaukee declare that boat service on the lakes has steadily declined since the railroad control over boat lines was relinquished not only here in Milwaukee, but at every lake port.

A tentative program has been outlined and the general committee has been named to carry out the plan, as follows: H. M. Stratton, W. G. Bruce, George A. Schroeder, Frank Barry and Herman A. Bleyer of the Harbor Commission.

Besides consideration of the repeal of the Panama Canal Act to stimulate traffic on the lakes, the topics that will come up will include the lake rate differentials which have been allowed to water traffic, and the co-ordination of facilities and terminals of railroads and steamboat lines.

The great activity now being taken in Milwaukee to correct rate conditions appearing after the war is also shown by the organization of the Wisconsin Traffic League, composed of the leading traffic men in the entire state of Wisconsin. While this will be a permanent institution and will have charge of all rate matters affecting the entire state, it was called into being primarily by the proposition to kill the Illinois classification as applied to Wisconsin which has been the foundation of the Wisconsin rate structure for more than 20 years. The Wisconsin Traffic League will send a strong committee to the Chicago hearing March 24 to fight any plan which would tend to destroy this rate structure. It has been computed that if the Illinois classification is abolished as far as Wisconsin is concerned and the Central Freight Association rate schedules substituted, that it would increase rates in Wisconsin on all kinds of traffic from 40 to 400 per cent, a ruinous proposition for many Wisconsin shippers.

The officers and members of the Executive Committee of the League are: President, F. M. Elkinton, Milwaukee; vice president, A. E. Solie, Wausau; secretary and treasurer, O. A. Kross, Sheboygan; Executive Committee (additional), Frank Barry, Milwaukee; J. R. Bremner, Madison; W. W. West, LaCrosse, and F. M. Ducker, Oshkosh.



NEW YORK  
C. K. TRAFTON - CORRESPONDENT

**B**ECAUSE of the marked expansion of business in grain and provisions between New York and Chicago it has been found necessary to make extensive alterations in the Call Room on the New York Produce Exchange. It is said that at least five additional private wires will be installed to handle the business. Although all arrangements have not yet been completed, it is officially stated that the wires of Jackson Bros. & Co., Block, Maloney & Co., and Post & Flagg will shortly be put in operation. The wire of E. Lowitz Company is already doing business under the management of Charles Forbes.

A. R. Dennis of the firm of A. R. Dennis & Co., grain merchants of Baltimore, who spent several days recently in the local grain market, has been elected to membership in the Produce Exchange. He stated that he did not intend to do anything actively here for the present at least, but simply would co-operate in the installation and inauguration of the private wire of Jackson Bros. & Co., of Chicago. Some grain broker on 'Change will doubtless be engaged to represent the firm and manage the business over the wire, as David Boyd, who represented the firm for several years on 'Change, has gone out of business, temporarily at least, and will take a rest.

Joseph M. Nugent, for several years connected with the New York office of Broomhall's Liverpool Corn Trade News, latterly as manager, has severed that connection and in the future will act as representative on the Produce Exchange of N. V. van Waveren's Graanhandel, grain merchants. His place as the Broomhall agent will be taken by Ernest L. Cleverley, formerly connected with The Wheat Export Company, and recently discharged from the army.

Wm. B. Giles, for a number of years associated with stock and grain commission houses, has been elected to membership in the New York Produce Exchange, where he will manage the private wire business of Block, Maloney & Co., of Chicago and New York.

The Board of Managers has also admitted the following applicants to membership: Nelson B. Updike, of the Updike Grain Company, Omaha and Chicago; Wm. R. Kniper of the Bolle, Watson Company, Inc., grain merchants; Charles Schaefer, Jr., of Charles Schaefer & Son, grain, hay and feed merchants; O. J. A. Kristensen, of the Farmers Overseas Company, grain exporters.

Lieutenant Robert E. Hull, who has been connected with the Army Transport Service in this port, has been honorably discharged from the service and stated that he is thinking of going into business here, possibly on the Produce Exchange. Mr. Hull was formerly connected with the Haywood Alfalfa Warehouse of Kansas City.

Joseph Volkommer, who has been well known in this territory for several years as distributor of feed for the Charles A. Krause Milling Company of Milwaukee, has severed that connection and hereafter will represent the Stratton-Ladish Milling Company, a new firm in Milwaukee. This new organization has purchased a former malting plant in that city to be operated in connection with their new plant.

G. W. Beaven, familiarly called Walter by his host of friends, not only on the Chicago Board of Trade, but also on the N. Y. Produce Exchange, where he has been a member for many years, received a hearty welcome from his old-time associates on 'Change this month. Mr. Beaven, who is floor manager on the Board of Trade for Lamson Bros. & Co., came east with his wife to go to Florida for three weeks' well-earned rest, trading in corn in Chicago having been remarkably big. He said that too many people had been watching the corn market on a supply and demand basis and at the same time looking at the price. While it may seem high, there is absolutely no corn in terminal elevators. Although there has been a poor eastern and export demand, feeding has been large enough to reduce supplies, and if there is any truth in Mr. Hoover's statement it is unreasonable to expect corn to decline inasmuch as we are far off from the new crop and the seller usually "pays the fiddler" when he comes to cover. It may seem bold to take a bull stand on corn at \$1.35 for May, but still, there is no good reason to sell short, for the farmer is a better speculator than the bear, according to Mr. Beaven.

W. H. Lake of A. O. Slaughter & Co., members of the Chicago Board of Trade, was warmly welcomed by his many old friends on the Produce Exchange this month and congratulated upon his fine appearance

after a rest of three weeks in Florida. He said that there had been a decidedly big business in corn futures in Chicago with shorts covering actively. Farmers have not been selling to any extent as they have plenty of money and there is no necessity for selling, partly because they are feeding to hogs, and besides, labor is high. Moreover, they realize that there is starvation in Europe. Therefore he is in accord with many farmers who expect to see high prices for more than a year.

Alfred T. Martin, for many years active and popular in the local grain market, but now located in Chicago as a member of the well-known commission firm of Bartlett Frazier Company, was in this city last month and received a cordial welcome from his many old friends on the Produce Exchange. Mr. Martin stated that wheat crop reports lately had not been so favorable, there being some thawing and freezing, causing cracking of the soil. Still, there is a prospect for a decidedly large crop in both winter and spring wheat territory. In addition, he was told that 10,000 acres in three counties in northern Illinois will be planted with spring wheat. This will no doubt decrease the acreage of corn and oats.

Members of the grain and flour trade on the N. Y. Produce Exchange were deeply pained and shocked this month to hear of the sudden and untimely death of Walter W. Travis at the early age of 37 years. Mr. Travis was a son of Wright S. Travis of Wright S.



THE LATE WALTER W. TRAVIS

Travis, Inc., prominent for many years in flour, grain, and feed circles. He had been on the Exchange floor attending to business only a few days prior to his death, which was caused by pneumonia.

PHILADELPHIA  
F. W. COLQUHOUN - CORRESPONDENT

**W**ILLIAM M. RICHARDSON of the Philadelphia Export Company, and of Richardson Bros. shippers of grain, complains against the monopolizing of the existing elevator facilities by the Government and the inadequate facilities here for the handling of grain for export. While the War Trade Board lifted restrictions on barley, rye, oats and corn, Mr. Richardson asserts that their action is of little consequence to the shippers of export grain because of the elevator conditions which exist at this port.

Following a meeting of the directors of the Commercial Exchange at which the transportation committee was authorized to appoint a committee to urge additional and better elevator capacity Mr. Richardson said that there is little opportunity for private shippers to send grain out of this port. Mr. Richardson points out that he does not wish to "knock" Philadelphia or her facilities but some action should be taken so that adequate facilities can be obtained so that the private shippers would have some opportunity to secure export business.

In a statement issued by Mr. Richardson he said that some time ago the War Trade Board announced that it had released rye, barley, corn and oats and that after a certain date these grains could be exported by private business firms. But that order means nothing to Philadelphia grain dealers because the Grain Corporation is monopolizing all the elevator space here.

"The Corporation holds about 130,000,000 bushels of

wheat and millions of bushels of other grains. It has its own program for shipping these out of the country," Mr. Richardson said, "and apparently it has no intention of releasing elevator space to private firms until its own program is fulfilled. Conceivably that might not be until the Government guarantee on wheat expires in June, 1920. In the meantime there is no way the Philadelphia dealers can resume business except by getting additional elevator space. For that reason the Commercial Exchange has authorized the transportation committee of the exchange, of which George M. Richardson is chairman, to appoint a special committee to demand additional elevator facilities here.

"The capacity of the Port Richmond Elevator is less than 1,000,000 bushels. We need a thoroughly modern structure there with a capacity of 5,000,000 bushels to take care of the growth of the trade. Our total capacity for storage here is only 3,000,000 bushels, the Girard Point Elevator at the mouth of the Schuylkill being a modern structure with room for 2,000,000 bushels. Dealers have suggested to the Grain Corporation that a certain proportion of this space be set aside for the use of private business, but we were informed that the Corporation could not consider such action at this time. No information has been forthcoming as to when we can expect to have the use of the present facilities.

"Under the war regulations all of our shipments were subject to approval by the Grain Corporation which passes on permits. The Corporation will not approve the permits for shipments to private dealers here, while it is monopolizing all the storage space, for that would mean grain would be left in storage on the cars with resultant congestion."

H. D. Irwin, second vice-president of the Food Administration Grain Corporation, with offices in the Bourse, said that "We have priority orders and must ship our grain but we are endeavoring to help private firms ship their grain. The only way that I can see by which conditions can be relieved is by the building of new elevator facilities here."

Morris Miller of the firm of L. F. Miller and Sons, receivers and shippers of grain, feed and hay, has returned from a month's trip to Florida.

G. P. Lemont of E. K. Lemont & Son, grain and feed receivers, Bourse, has returned from a two months' trip to Daytona, Florida. Mr. Lemont engaged in his favorite pastime, golf, while at the southern resort.

With his family, Harvey Miller of L. F. Miller & Sons, has left for Texas ports, where he will spend several weeks. Mr. Miller is president of the Southern Steamship Company, the Merchants Warehouse Company, Keystone Elevator Company and several other prominent firms in this city.

Edmund E. Delp of E. E. Delp & Co., of Bourbon, Ind., who operate a grain elevator in that city, was a recent visitor here at the local office.

Indications point to a large attendance at a testimonial dinner which will be given Louis G. Graff, former president of the Commercial Exchange, on March 26. The members of the exchange desire to express to Mr. Graff their appreciation of his service at head of the organization and the banquet idea was conceived. The Exchange is not unmindful of the arduous labor in their behalf by the former president and those in charge of the affair are making every effort to have it a glowing success. The committee in charge of testimonial banquet are: C. Herbert Bell, chairman; Horace Kolb, vice-chairman; Emanuel H. Price, treasurer; George M. Richardson, William M. Richardson, Walter F. Hagar, James L. King, William P. Brazer, Morris F. Miller and Frank M. Rosekrans.

Seventy-five friends of Lieutenant Julien B. Dupuy, of the firm of W. B. Dupuy & Son, feed and grain dealers, and members of the Commercial Exchange, who recently returned from 19 months' service overseas for his country, attended a testimonial dinner given in his honor at the Bellevue-Stratford, on March 6. James L. King, grain dealer, and former president of the Commercial Exchange, was toastmaster. The speakers called upon expressed great praise for the young man who rendered valuable service to his country. He told of many of his experiences while abroad. Lieutenant Dupuy was the first member of the exchange to enlist.

H. B. Holm, of Furness, Withy & Co., steamship agents, Bourse, and Austin Boyd, of the Quaker City Milling Company, were proposed for membership in the Commercial Exchange during the month.

After nine months' service in the army, Joseph P. Rodgers, of the Richardson Bros., grain brokers in the Bourse, has been mustered out of service. He saw active service in France and had the experience of going over the top more than a half a dozen times. Joe was gassed and injured his back when he fell in a shell hole, shortly before the armistice was signed. He was drafted May 27, 1918, and trained at Camp Meade. He sailed for France July 9 and arrived there



nine days later. He saw action in the Argonne Forest at Mount Falcone in the Verdun sector and served ten days at that time in the trenches. He also engaged in active service on the Meuse, in the Verdun sector. Joe is a brother of James and John Rodgers, who are also with Richardson Brothers, and well known among the grain men here.

Exports of wheat and rye at Philadelphia for February showed a slight increase over those for January, while the shipments of oats from here to abroad showed a falling off. During February 1,541,565 bushels of wheat were shipped overseas as compared with 1,445,300 bushels in January, an increase of 96,265 bushels. The rye shipments in February totalled 404,142 bushels, a gain of 19,587 bushels when compared with the exports in January, which totaled 384,555 bushels. Receipts of wheat at Philadelphia during February amounted to 1,096,873 bushels, as compared with 1,985,442 bushels in January.

E. F. Bradley and John Kellogg of the Armour Grain Company, Chicago, were visitors in the local market during the month. T. G. Gullette of the R. E. Patterson Company, feed manufacturers, Memphis, Tenn., paid a recent visit to the Commercial Exchange.

## LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

THE past month has been one of comparative dullness in the Louisville trade due to the uncertain conditions in the grain markets, scarcity of wheat, and small demand for corn and oats. Oats have been in better demand than corn, and there has been a fair demand for seed oats. There has been no demand to speak of for seed corn as farmers held their own seed out this season from the very excellent 1918 corn crop, which was largest planted from tested corn. Hay movement is fair, but nothing to brag upon. Feed is in dull movement, as the very mild winter has never caused any great feeding demand.

Hay demand is generally good, but receipts for the past few days have been very low, due largely to bad roads, and some rainy weather. Prices are firm with No. 1 timothy around \$30 a ton for several weeks. Low grades have been fairly well cleaned up and better hay is now coming on the market. There is a fair movement of river hay also. Early in February a considerable amount of consignment hay was reaching the market, but very little consignment is now being shipped.

The Louisville Board of Trade Freight Traffic Committee has been working for several days on the Cairo Rate Case. The contention is that Cairo is being favored over Louisville and Cincinnati by a wide differential. This matter is being threshed out with the Louisville Freight Traffic Committee, and something is expected shortly.

F. C. Dickson, of the Kentucky Public Elevator Company, reports that movement through that plant and most of the other plants of the district is very slow at this time, but that indications are for an improvement during the latter part of the month, when corn conditions will warrant more rapid handling.

Henry E. Pogue, 60 years of age, distiller and grain merchant of Maysville, Ky., is dead, following a lingering illness dating back to a stroke of paralysis. Mr. Pogue was one of the best known distillers of the state.

That Japan will be an important corn market in event she takes up distilling in a large way appears certain. Some interesting rumors have been floating around in cooerage and distilling circles during the past few days concerning Japan's plan to go into the whisky trade.

One of the interesting announcements of the month was that stating that R. M. Bean, secretary, credit manager and advertising manager of the Ballard & Ballard Company, had resigned to become vice-president of the Louisville National Banking Company. Mr. Bean is one of the livest of Louisville young live wires.

Alfred Brandeis, head of the Louisville grain house of A. Brandeis & Son, Louisville, is expected to return to Louisville shortly after spending the greater part of several months in Washington.

Kentucky wheat is reported to be 10 per cent greater in acreage than the crop of last year. The condition at this time is unusually good, and indications are for a tremendous crop of guaranteed wheat. Grain dealers are expecting to experience considerable trouble and a lot of red tape when it comes to handling the 1919 wheat crop. Reports from all over

the state, and from Tennessee and Southern Indiana point to a bumper wheat crop. It is believed that more spring wheat will be planted than usual, and indications are also for an increased acreage of grass and corn this year.

Three boys were recently arrested at the plant of the Louisville Hay & Grain Company, where they had set fire to a quantity of hay after raiding the office. Apparently the boys had intended burning the plant to cover traces of the theft.

## HOOVER EXPECTS NO LOSS ON WHEAT

Herbert Hoover recently made a statement in Paris in which he expressed the belief that the U. S. Government was unlikely to sustain any loss on its wheat guarantee. In part he spoke as follows:

As to the supply and demand for the 1918 crop, changes in the world demand during the last month, shown by widespread investigation of the food needs of Europe, indicate that there will be no surplus to carry over into the 1919 crop. The Indian famine has proved so serious that a large part of the Australian wheat must go there at once. In addition, a considerable proportion of the Australian supply which has been piling up for years has spoiled.

The needs of Europe are larger than our previous estimates. Altogether the balance of the supply and demand for our present wheat now looks as though we might see wheat at \$3.50 a bushel, as it was in the spring of 1917, if there is a free market in wheat and uncontrolled prices. So much for the 1918 crop. There can be no free market of 90 per cent of the world's exports. Wheat is controlled by the wheat executive in London.

As to the 1919 crop, it is, of course, too early to come to any precise conclusion. Our crop looks anything from 10 to 20 per cent greater next year than last year. Before the war Russia, India, Bulgaria, Serbia and Rumania all exported large amounts of wheat. The war famine, loss of seed and lack of fertilizers and anarchy have cumulated to turn these countries into importers of wheat for the whole of next year.

Central European seeding will be below normal. The Australian 1919 crop is small, the Argentina crop is no larger than that of Europe. Altogether it would appear now that there would be no bread to waste in any quarter of the world for the next year, even if the world had the money to pay for it and if the Bolsheviks did not get more territory.

Therefore, to all present appearances it should be possible to market the whole of next year's crop without loss to the Government.

As to whether the Government will deliberately take a loss below the price of \$2.26 a bushel, in order to lower the price of bread, is a matter that will have to be determined by the officials of the day. It appears to me that the world price of wheat, if there is a free market, may be above \$2.26, and in any event such a loss would be a direct subtraction from bread prices, just as it is now paid in most of the European countries.

## WHICH DO YOU FAVOR?

There have been seven more or less definite plans submitted for the settlement of the railroad question. These plans can be summarized as follows, with the name of the organization which proposes each:

**Railroad Administration.**—For five-year extension of Government control, with alternative or early return of the roads to private management. Former Director General McAdoo regarded the five years as a period to test all theories; his successor, Walker D. Hines, regarded it as an interim course, rather than a test, to give Congress time to work out a permanent solution. Mr. McAdoo presented no permanent solution; Mr. Hines proposed eventual private management, with managers of the numerous roads into six or more regional companies, with more uniform financial strength, the Government represented on the boards of directors, profits to be shared with the Government and perhaps employees, and the roads assured adequate return on investments.

**Interstate Commerce Commission.**—For private operation, with privileges of pooling equipment and facilities, co-operating in operating plans, mergers within limits, Government regulation of securities issues, clarification of the twilight zone between State and Federal authority, complete mergers in time of war or emergency, regulation of construction, and development and co-ordination of inland waterways with rail lines. All this would be under the regulation of a Government agency, presumably the Interstate Commerce Commission.

**Railroad Executives.**—For creation of a Secretary of Transportation, to supervise all rate and operating matters, including mergers, pooling and co-operation, with Interstate Commerce Commission the supreme court of review on rate questions, and regional commissions to assist; legal assurance of adequate rates, rates to be initiated by companies; Federal incorporation; opposed to return of roads to private management without legislation to provide these reforms, and against five-year extension of Federal control.

**Railroad Security Owners.**—Government assurance of adequate return on investment (6 per cent sug-

gested), with excess earnings to be shared with employees and used for property improvements; supervision of rates of Interstate Commerce Commission, with regional commissions; return to private control to be directed by an association governed by the nine Interstate Commerce Commissioners and eight railroad executives; against Federal incorporation, or extension of control, and against turning the roads back immediately.

**Railway Labor.**—For Government ownership of properties, and private operation by a single corporation directed jointly by representatives of employees, appointed officers and the Government; earnings above a sum sufficient to pay costs of capital to be divided between the Government and employees. Against five-year extension, but in favor of longer period than 21 months; against turning back roads immediately. For strict supervision by Interstate Commerce Commission.

**Shippers.**—For private management, and a large measure of competition, with authority for pooling equipment, common use of terminals; early restoration of state rate making powers, and authority of Interstate Commerce Commission to suspend rates initiated by the Railroad Administration. Against Federal incorporation, creation of a Secretary of Transportation and Government ownership.

**State Commissions.**—For most features of the Interstate Commerce Commission plan, with adjustment of relationships between Federal and state authorities; against extension of control, and creation of Secretary of Transportation.

## CONDITIONS IN CUBA

The Powell & O'Rourke Grain Company of St. Louis, Mo., recently received a letter from one of the largest brokerage houses of Havana, Cuba, which describes in an interesting way the conditions in the grain market of the island. The letter is as follows:

Have to acknowledge receipt of your letter of February 3, relative to Argentine corn sold in this country.

Argentine corn is selling at the present time around \$1.75 to \$1.80 a bushel, c. i. f., Havana. There appears to be a large quantity of corn available in the Argentine which accounts for the present low price.

Under ordinary circumstances, Argentine corn sells here about 50 cents a bushel higher than American corn. Statistics which we have here show that the surplus from the 1918 corn crop in the Argentine amounts to 1,260,000 metric tons (approximately 30 bushels to the metric ton) and about 2,400,000 metric tons from the present crop which leave available for foreign markets about 3,550,000 tons. Also there has been a 25 per cent cut in the freight rate from Buenos Aires. The duty on Argentine corn is 35 cents per 100 kilos as compared to 27½ cents per 100 kilos on American corn. A difference of about 7 cents a bushel in favor of American corn.

The Argentine corn that is shipped to Cuba is very red in color and very hard and has, up to the present time, been used very little for feeding purposes. Lately, however, they have been selling Argentine corn for feed, although I am afraid that the farmers will not find Argentine corn a satisfactory substitute for American corn in the feeding line, particularly, where they have formerly used American and native corn.

The 12,000 bags of Argentine corn which recently arrived here were all used for making cornmeal with the exception of a small quantity which was sold in the interior for feed.

Notwithstanding the comparative cheapness of Argentine corn on a c. i. f. basis the margin here on Argentine corn today is about \$4.50 per 100 pounds compared with \$3.80 per 100 on American corn. This price on American corn as you will see is below cost and is sold at that price because there seems to be no demand at all in Havana and very little down the country.

There seems to be a general decrease in the demand for corn all over the Island and in my mind it is based on the following conditions:

When corn started going up in price and reached \$8 or \$9 a 100 pounds in this market, for farmers and others refused to buy and began looking around for substitutes, with a result that alfalfa, bran, middlings and other feeds were shipped into this market, for which hitherto there had been no demand, and at the present day this condition still remains. There is more alfalfa, bran and feed being shipped in here than ever before and the demand continues.

Last year also, due to the high price of American corn, the natives got busy and produced a crop three times the ordinary Cuban crop. This crop was very dry and they have been able to store a large portion of it.

Also Havana formerly used quite a bit of corn itself, while today the demand is noticeably smaller, due in large measure to the substitution of automobiles for the many carriages which used to be seen in the streets and to the innumerable trucks that have replaced the horse and mule in the commercial lines of the city.

The principle reason of all, I believe, for the present "No demand" is the very rainy weather we have had so far this winter. Ordinarily it never rains here from the first of November until the middle or first of April and then corn is in good demand for the cattle, but this winter we have had on an average of two rainy days a week and consequently the pastures are green and there is very little need of buying any large amount of corn or any other feeds.



# Control of the Grain Trade in War Time

Measures Adopted by All Countries to Insure a Supply of Food  
During the Trying Years of War

**T**O ROUND out the history of the control of the grain in war time, as presented in our last two issues, we present below a summary of the legislative measures passed by the various countries for the purpose of reducing consumption of grain and grain products. This concludes the series, which was aimed to present, in terse form, a general outline of the history of grain control during the Great War. From an historical standpoint, we believe it well worth preserving.

## LEGISLATIVE MEASURES TENDING TO REDUCE CONSUMPTION

**France.**—A law dated 25 April, 1916, raises the flour extraction to 77 per cent previously fixed by enactment of 16 October, 1915, at 74 per cent. A law of 29 July, 1916, raises the required extraction to 80 per cent, and a decree of 3 May, 1917, fixed it at 85 per cent; the extraction was again reduced to 80 per cent by decree of 30 November, 1917. The extraction of 80 per cent is the basis for wheat of good average quality and is to be reduced or raised when lower or higher grades are milled. The legislature intends that from cleaned wheat the miller should extract all the yield as flour, with the sole exception of bran. No bran is to be used for bread purposes.

An 8 April, 1917, it became obligatory to add to wheat flour 15 per cent of barley meal or maize meal, with the alternatives of 25 per cent of rye flour or buckwheat flour.

In the manufacture of flour, the percentage of other grain to be mixed with the wheat is to be fixed by local authority, in conformity with the terms of the decree of 8 April, 1917, but the extraction from maize is to be 80 per cent, rye 70 per cent, barley 65 per cent, and other grain in different proportions.

By decrees of 30 November and 1 December, 1917, the daily bread ration per head was fixed as follows: For strenuous workers over 16 years of age and for poor people: men, 600 grammes; women, 500 grammes. For other workers and for people of moderate means over 16 years of age: men, 400 grammes; women, 300 grammes. For all other persons: 200 grammes.

An allowance of 50 grammes of flour per week is to be also made to each person.

On 23 January, 1918, the daily ration was altered to 300 grammes per head, and in March, 1918, supplementary rations were granted for agricultural laborers, to the extent of 200 grammes per head per day as a maximum.

Neither wheat, rye, barley, oats, maize or rice are to be used in making confectionery, and neither bread nor confectionery may be consumed in the shop. A decree of 12 February, 1918, regulates the manufacture, the sale and the consumption of various articles of food.

By decree of 30 October, 1917, the daily ration of oats for light draught horses and mules is fixed at 4.50 kilogrammes and for heavy draught horses at 8 kilogrammes. This daily ration was afterwards reduced to 2.50 kilogrammes for horses engaged in agricultural work.

Fodder cards were instituted in June, 1918, and cattle owners were permitted to purchase only sufficient fodder for the number of animals declared by them in the census return.

On the recommendation of the Interallied Food Council the percentage of other grain to be mixed with wheat was fixed at 20 per cent from September, 1918.

**Great Britain and Ireland.**—Wheat flour must be of only one quality; the flour extraction prescribed varies in accordance with the quality of the wheat, but 81 per cent was the standard, raised successively to 83 per cent, 88 per cent and finally to 90 per cent for some qualities.

It is prescribed that an admixture of 20 per cent shall be made by millers, for which purpose they

may employ rye, barley, oats, maize, rice, beans or potatoes. The admixture for maize has varied from 7½ to 15 per cent and is now not obligatory. An order of the Food Controller requires millers to increase their admixtures to 30 per cent after 30 March, 1918. This percentage is relaxed in the case of English, North Pacific, red or mixed winter American, Canadian winters and Indian wheat; for each 6 per cent of these descriptions, the admixture may be reduced by 1 per cent, but in any event the flour offered for sale must contain at least 15 per cent of other cereals or potatoes. By order of 30 August, 1918, the percentage of admixture flour to be contained in the standard flour for bread purpose is reduced to 20 per cent with the previous modifications for English, North American winter, and Indian wheat. This order is to comply with the recommendation of the Interallied Food Council. The standard flour may contain 4 per cent of rye with an extraction of 100 per cent.

Bread may not be offered for sale until it is at least 12 hours old except under license from the Food Controller. The use of milk and sugar in bread baking is prohibited, and the shapes of the loaves are prescribed. An order of 22 January, 1918, limits the quantity of bread to be served to each person in hotels and restaurants to 85 grammes for breakfast, dinner or supper, 57 grammes for lunch, and 43 grammes for afternoon tea with a supplementary allowance of 57 grammes of flour daily per head.

All descriptions of fodder were requisitioned by order of 14 January, 1918. In March, public kitchens were established.

The manufacture of alcoholic beverages is considerably restricted; it is estimated that from this measure alone a reduction of 600,000 tons in the consumption of barley can be effected.

By order of 1 August, 1918, the use of barley for other purposes than for human food, malting, munition spirit distillation, and vinegar making, is prohibited. An increased quantity of fodder will be available in consequence of a considerable reduction in the milling extraction of barley.

The maximum quantities of oats allotted to horses by order of 1 August, 1918, vary from 6 pounds (2,722 grammes) to 14 pounds (1,350 grammes) per day, according to the work to be accomplished, with an extra allowance of 4 pounds (1,815 grammes) for pit horses. When maize is substituted a reduction of 25 per cent must be made in the usual quantity allotted.

**Italy.**—Since 11 March, 1916, it has been an instruction to millers to make flour with an extraction of 85 per cent from wheat weighing 77 kilogrammes per hectolitre and containing no more than 2 per cent of extraneous matter. The rate of extraction was raised for some months to 90 per cent.

Bread must not be offered for sale until the day after baking, and must not be subjected to any process intended to keep it fresh. Exceptions are allowed in certain instances. The weight of the loaf must not exceed 600 grammes.

A decree of 12 December, 1916, lays down limitations as regards the consumption of sundry articles of food in hotels, pensions, restaurants, cafes, etc., and further prohibits the consumption of some articles on certain days of the week, also limiting the number of dishes to be served. A decree of 10 March, 1917, prohibits the sale of fresh confectionery after the fifteenth of that month.

The bread card established in November, 1917, allows a daily ration of 250 grammes per head while an extra quantity may be granted to strenuous workers or to those who live chiefly upon bread, but the entire ration must not in any case exceed 400 grammes.

Suitable rationment has also been prescribed in communes where rye, barley, maize, rice or other foodstuffs respectively constitute the principal sustenance of the people.

Previously to the introduction of bread cards the duty of regulating the distribution of bread had been entrusted to the communal authorities.

A circular of the Food Controller dated 31 December, 1917, instructs the prefects to establish peoples' kitchens, in order to economize time, fuel and foodstuffs, without countenancing any charitable distribution, so that every one can reap the benefits, with the lowest possible outlay.

On the recommendation of the Interallied Food Council the percentage of other grain to be mixed with wheat was fixed at 20 per cent from 1 September, 1918.

**Sweden.**—The flour extraction was fixed at 90 per cent on 2 March, 1916, the proportions in milling were to be two-thirds of wheat and one-third of rye. On 19 November, 1916, a decree prohibited the extraction of more than one kind of wheat flour, which was to include at least 75 per cent of the weight of the wheat, while rye was to be ground whole. For 1917-18 the flour extractions are: for wheat, 80 per cent; for rye, 97 per cent; for barley, 75 per cent; for oats, 50 per cent. Barley and oats are to be milled with wheat and rye in the proportion of one-third of the first or second to two-thirds of the third or fourth.

Rationments of wheat and flour came into force under the decree of 19 December, 1916; on 8 January, 1917, all private stocks of wheat, rye, and barley (for the northern provinces only) were requisitioned.

The daily ration, distributed by means of flour and bread cards was fixed at 200 grammes of flour or 250 grammes of hard bread per person with the exception of farmers. The farmers have the right to 6 kilogrammes of wheat or rye monthly, together with 4 kilogrammes of barley (4.5 kilogrammes in the northern provinces). Strenuous workers or those working at a distance from their homes can obtain 50 grammes extra flour per day.

For their live stock, farmers are permitted to retain 100 kilogrammes of fodder grain for each hectare of their cultivated land.

Cereals requisitioned by the state must be dealt with as follows: 1—wheat, with a mixture of 20 per cent of barley, is milled to 77 per cent of fine flour, to this is to be added 5 per cent of flour from the first grinding mixed with rye flour, and 15 per cent of bran; 2—rye ground whole must yield 97 per cent of flour, to which is added 40 per cent of meal from barley, oats or maize, and 10 per cent of the first grinding from wheat or barley; 3—barley must yield 80 per cent of extraction, or 65 per cent of cleaned barley; 4—the extraction of groats from oats is to be 50 per cent.

**Canada.**—In accordance with the recommendation of the Interallied Food Commission, it was ordered on 3 September, 1918, that substitutes to the extent of 20 per cent shall be mixed with all wheat flour.

**United States.**—The use of grain for the manufacture of alcoholic beverages was prohibited from 8 September, with most important results during the season 1917-18.

A very active campaign has been undertaken by the Government in order to carry out economy of consumption.

A minimum flour extraction of 74.24 per cent from the wheat is required from the millers.

By order of the Food Administration dated 24 February, 1918, bakers are required to mix 20 per cent of substitutes in all wheat flour. The substitutes permitted include the produce of barley, oats, maize, rice, potatoes, etc. Whole wheat flour containing at least 20 per cent of bran complies with these requirements. On the recommendation of the Interallied Food Commission, the use of substitutes to the extent of 20 per cent in wheat flour was discontinued as from 1 September, 1918. In place of the substitutes mentioned, oatmeal, rice flour and potato flour may be employed in localities where these are in general use.

**Germany.**—Various percentages of flour extraction from wheat and rye have been prescribed from time to time. From 4 November, 1914, the flour extraction for wheat was 75 per cent and for rye 72 per cent; on 5 January, 1915, the extraction was



raised to 80 per cent for wheat and 82 per cent for rye. On 20 August, 1915, the wheat extraction was reduced to 75 per cent but again was raised to 80 per cent on 16 January, 1916. The imperial department for cereals decided that from 1 March, 1917, this extraction was to be 94 per cent for wheat and 80 per cent for rye.

With regard to bread, an order of 28 October, 1914, prescribed that wheaten bread must contain at least 10 per cent of rye flour and that rye bread must have at least 5 per cent of potatoes. On 5 January, 1915, admixtures of 30 per cent of rye flour in wheaten bread, and from 10 to 30 per cent of potatoes in rye bread were ordered.

A decree of the Federal Council dated 18 January, 1917, prohibits the use of potatoes in bread making, while the People's Supply Commission by decree of 5 February, 1917, permits the use of turnips in supplement to potatoes, but prohibits that of beetroot.

The daily flour ration was successively fixed at 225 grammes per head on 15 February, 1915, was revised to 200 grammes on 3 March, 1915, to 225 grammes on 19 August, 1915; 200 grammes in January, 1916; 170 grammes on 15 April, 1917, and to 220 grammes in August, 1917.

**Austria.**—Percentages of flour extraction have been modified several times, having been as high as 90 per cent for both wheat and rye, but were afterwards fixed at 82 per cent for wheat, and 85 per cent for rye. The prescribed extraction for self suppliers is 85 per cent.

The People's Supply Commission fixed the daily ration for the population at large at 200 grammes of flour from 15 August, 1917, while 300 grammes were allowed to agricultural and other work people, and 365 to those engaged in strenuous labor. A weekly supplement of 250 grammes of semolina, barley meal, rice or other cereals was also decreed. In January, 1918, these rations were reduced by one-half.

**Hungary.**—Percentages of flour extraction have been modified several times: On 30 March, 1915, they were fixed at 87 per cent for wheat; 88 per cent for rye; 78 per cent for barley; 87 per cent for ordinary maize, and 93 per cent for cinquantino. On 24 July, 1915, they were reduced to 78 per cent for wheat and 80 per cent for rye. They were again raised on 4 December, 1915, to 82 per cent for wheat and 85 per cent for rye, and once more reduced on 21 July, 1916, to 80 per cent for wheat and 82 per cent for rye. The prescribed extraction for self suppliers is 85 per cent.

On 16 February, 1915, admixtures were decreed of not less than 50 per cent of maize meal or 25 per cent of potato meal in bread-making process.

Measures for rationment are identical with those in force in Austria.

## CHANGES IN GRAIN INSPECTION REGULATIONS

Changes effective immediately in the regulations under the United States Grain Standards Act, announced by the Secretary of Agriculture, provide for direct appeals from district supervisor's grading, and in urgent cases from a licensed inspector's grading, to the final Board of Review at Chicago. They simplify the procedure for taking appeals, and permit telegraphic notification of the grade assigned by the final board to all persons interested in the shipment of the grain.

Appeals can now be entertained by supervisors until the close of the next business day following the day of inspection. "Super-appeals" to the final board may also be taken within the same time following the issuance of the supervisor's grade memorandum. Grain inspectors are prohibited, under this revised regulation, from preventing any person from appealing the inspection to Federal supervisor, and they now are required to show in their certificate the reason for grading grain lower than No. 1. It is no longer necessary for shippers to report to the Secretary their shipments of interstate grain not inspected because it moves between points where no inspectors are located. These modifications follow changes made by the chief of the Bureau of Markets

in the organization of Federal Grain Supervision, which include the moving of the inspection-efficiency project from Washington to Chicago.

Effective July 1, and permissive before that date when the requirements of the new regulation are met, grain dealers who reconsign cars out of a market not later than the second business day after the day of inspection are not required to secure a

new inspection certificate for the shipment if the identity of the grain is preserved in the car. Inspectors must furnish copies of all their certificates to the Federal Grain Supervisor instead of the daily reports as heretofore.

These changes have been published by the United States Department of Agriculture as Amendment No. 8 to the regulations of the Secretary.

# COMMUNICATED

## THE PROPOSED ARBITRATION BOARD

*Editor American Grain Trade:* Mr. Goemann's proposed plan for an Arbitration Board to settle disputed claims between shippers and carriers is going to do just what the railroads would like, take from the shipper his protection in the common law.

As I understand it the shipper presents a claim; it is refused by the railroad; he appeals to the Arbitration Board, binding himself to accept the decision of the Board as final. Our experience with the railroads and the I. C. C. does not leave much faith in a decision made by a board appointed by the latter unless there is some court of higher appeal which is unprejudiced. I am heartily in favor of arbitration, but there should be some body to review a decision which is not satisfactory.

Yours truly, KANSAS SHIPPER.

## HOW ABOUT COST

*Editor American Grain Trade:* The country elevator which P. F. McAllister describes on Page 577 of the February issue is very nice and would no doubt make an ideal house. But what would Mr. McAllister do if he was surrounded by small, cribbed elevators that were put up about as cheaply as possible and yet seem to get by with the oats and corn, which are normally the only grains grown around here, although there is considerable wheat in the ground at present.

Those houses have a pretty low overhead, and any additional equipment or structural features that a new house might put in would have to pay their own way if the manager wanted to compete with the cheaper plants. With the high cost of materials it is hard to figure a profit against that competition with the simplest structure possible. With all the trimmings one would like to put in the competition would be ruinous, unless, of course, it could be shown that all those devices payed for themselves. But I can't see how they are going to.

Yours truly, IOWA.

## A PROPOSAL FOR CARRYING OUT THE GUARANTEE

*Editor American Grain Trade:* In your issue of February 15 we note a very pertinent suggestion or query in this, "Has the Grain Trade lost its nerve?" "Is it afraid to trust to its own initiative after being so long under the protecting wing of the Grain Corporation? Buck up, dealers, and take the trade back to yourselves."

We certainly think this is a very opportune time for the grain trade to buck up, for the tendency now is toward turning the grain trade, especially insofar as the wheat is concerned, over to the Grain Corporation again or to some other agency, with power to obliterate all rules of supply and demand, if it should so desire, and fix arbitrary prices, based on the fancy of some authority, rather than on the world supply and demand basis.

We have read the report of the testimony given before the Agricultural Committee at Washington and looked in vain for any suggestion further than that to recommend an appropriation of over one billion dollars with which to protect the guaranteed prices fixed by the President's Proclamation.

Now, no one knows what difference will obtain during the season in the actual world market price and the fixed price, but whatever that difference is, everyone concedes its payment is a necessity.

Any method of handling that should provide for the difference, when properly ascertained, to be paid direct to the farmer by some tribunal authorized to handle it should not be forced upon the grain dealers or millers who are not directly or indirectly responsible for its existence. They should not be called upon to assume the burden that will accompany the operation of any plan, further than to properly certify the amount of wheat bought and the kind and grade thereof.

Let a commission be created to study markets and at some time after the wheat began to move, or at the end of the movement of the wheat guaranteed, to determine the actual difference in the basic guaranteed price in the designated markets of the country, and the actual market prices, the latter being governed wholly by world market conditions, based on the legitimate rules of supply and demand. Such difference in the prices thus ascertained, either by averaging prices of each day, week, month or year, as might be found proper, would represent the amount the Government should pay the producer in such zone, which with the competitive prices he would sell at to local grain dealers or millers would constitute the price he would receive.

This would avail as the guaranteed price on the average. The Government did not guarantee the farmer any price for his wheat, except when delivered in certain designated markets, and you can trust to the farmer securing a price at home which with the difference in the guaranteed price will net him a full price. Within the range of my experience, country grain dealers and millers usually buy wheat on a much narrower margin than is profitable. With this plan competition would be unrestricted and the farmer would have an impelling and continuing incentive prompting him to get the *last cent* from the local man.

Whatever trouble that comes to anyone in the collection of this difference should be assumed by the farmer, for he alone is the beneficiary, and the Government has not guaranteed him anything at his granary or local market, except it has guaranteed a *fair price* which he will realize if unrestricted competitive conditions obtain.

Yes, we think the grain dealers should buck up and wake up to the very great necessity of insisting that some method that will permit them to enter the world markets unregulated and unrestricted should be developed. If it is not so brought about now, when will it come? If the Bureau of Markets should get control of this, may we not anticipate many years of supervision and regulation that tends to break down the individual initiative, so highly prized by the American business man and citizen, the great compelling influence that has made America the kind of an America we have, for whose perpetuity our boys have shed their blood on the battle fields "over there"?

Yours truly, CHAS. B. RILEY,  
Secretary Indiana Grain Dealers Association.

THE British Government has fixed the price of grain in England, but dealers are protesting because the 3,000,000 tons available in Argentina and the 4,000,000 tons in Australia could be marketed in England at 28 shillings per quarter below the fixed price. England as well as America feels that the world price alone should govern the consumers' market.



## SOMETHING FOR THE FEDERAL TRADE COMMISSION TO PONDER

The cost of elevator operation has had considerable publicity, brought on by the attempt of the Food Administration and the Federal Trade Commission to designate a maximum spread covering operating cost. Year old figures are of little value, if we may judge by the experience of the largest Canadian operating company.

Analysis of the statement of the United Grain Growers, Ltd.—representing the amalgamation of the Grain Growers Grain Company, and the Alberta Farmers Co-operative Elevator Company—indicate that higher operating costs had their influence in reducing the net results. Income from grain and merchandising account, representing elevation, storage, screenings, twine, machinery, commission, dividends, etc., amounted to \$3,047,395, as compared with a total of \$2,812,706 for the two companies in 1917. However, while there was this increase of about \$235,000 in income, charges for operating, rent, depreciation, etc., increased from \$1,998,914 to \$2,585,691, or over \$586,000. The result was that despite the increase in income, profits declined from \$844,401 to \$441,761. Following are comparative figures for the two years showing manner of distribution:

### Distribution of Profits

	1918	1917
Profits .....	\$ 441,761	\$ 844,401
Brought forward .....	411,640	163,021
Total .....	\$ 853,401	\$1,007,423
Dividends and bonus.....	\$ 226,805	\$ 206,355
Taxes .....	14,723	153,127
Reserve .....	313,391	238,584
	\$ 554,919	\$ 598,067
Surplus .....	\$ 298,482	\$ 409,355
Reserve .....	1,500,000	1,250,000

Surplus .....

The company has now a reserve fund of \$1,500,000, a contingency reserve of \$100,000 and a surplus of \$298,482. The paid-up stock liability is \$2,179,762. Assets total \$8,359,176, of which \$5,112,137 represents current assets, \$2,247,038 capital assets. At the end of the 1917 current assets were \$3,212,895 and capital assets \$967,629. Current liabilities have increased from \$1,821,188 to \$3,079,167, capital liabilities from \$874,679 to \$1,221,762, and liabilities to shareholders from \$3,484,656 to \$4,058,245. The big increase in current assets and liabilities is largely due to increased holdings of grain stocks amounting to \$2,472,337, and bank and other loans in connection therewith, \$1,988,029.

## CANADIAN GUARANTEE STILL IN EFFECT

The Canadian Government recently stated that it had been brought to their attention that some anxiety existed as to whether the exportable surplus of Canada's wheat crop of last year would all be taken at the fixed price by the British Government. To allay fears on that score, Sir Thomas White stated that the Government had given its guarantee, which was made public at the time it was given, that Canada's 1918 wheat crop would be purchased at the fixed price, and that this guarantee was in full force and effect. His arrangement with the British Government and with the Wheat Export Company, which acts for them, is that the exportable surplus of last year's wheat crop will be purchased by them at the fixed price, and on this basis a large part of the surplus has been already purchased from the grain dealers who are handling the movement.

Under the arrangement, payment was to be made when the grain reached the seaboard. Owing to congestion at ports, and scarcity of shipping, the grain has not gone forward as rapidly as in other years, with the result that an unusually large amount is being financed by the banks. In order to give any necessary relief in this connection, Sir Thomas White has notified all banks that if it is desired to realize upon any of the grain so carried,

the Wheat Export Company will take delivery of documents and make payment for the wheat at their Winnipeg or Montreal offices. Payment may thus be had, if required, before the grain leaves Canada.

## GOOD EQUIPMENT MAKES GOOD BUSINESS

In these days of Federal grades, dockage and a fixed price for wheat, the country elevator cannot get along with the crude equipment that was all too prevalent a decade ago. To be assured of a favorable balance at the end of the year a shipper must be prepared to meet the terminal operator on his own terms. Exact weights, correct grades and proper dockage must be determined when the grain is received in the country elevator or the invisible loss will eat up all the profits of the house.

The elevator of James Robinson of Potter, Kan., is a good example of the manner in which equipment and prosperity go hand in hand. The house is of cribbed construction and 15,000 bushels' capacity, duplicated, so far as plan and appearance go, at thousands of stations in the grain belt. But inside there is a difference. Mr. Robinson believes in up-to-date equipment and in keeping every machine in perfect order.

The house is equipped with a 500-bushel corn sheller; a 1,000-bushel cleaner; manlift; 1,800-bushel



HOUSE OF JAMES ROBINSON, POTTER, KAN.

loader; 440-foot gravity loader; Fairbanks 5-ton wagon scale and a Fairbanks Automatic Scale. The driveway is 12 feet wide and 52 feet long, floored with 3x12 planking.

The shelled grain dump has a capacity of 1,100 bushels and the ear corn dump, 500 bushels. (The pit is of concrete, 30x10x10, with an addition of 8x10x0. All of the area under the elevator is of concrete. All the dump and the bin bottoms are hoppers and are covered with galvanized iron. On one side of the driveway is a modernly equipped office, a bath room and a tool room.

In this house grain is handled, not by guess, but with the ease and accuracy that so valuable a commodity as wartime grain deserves.

## GRAIN FOR NEAR BEER

On September 16, 1918, President Wilson, by proclamation, prohibited the use of grain, sugar, fruits, glucose or other food material in the manufacture of malt liquors or near beer, for beverage purposes.

On January 13 he modified that proclamation to the extent of permitting the use of grain in the manufacture of beverages which are not intoxicating. Under this ruling many breweries are planning the manufacture of near beer, but the great majority are converting their plants to other uses, such as ice manufacturing, feeds, cold storage and cereal products.

## INVESTIGATION OF GRAIN INSPECTION

Grain inspection at the different markets is to be investigated with the idea of discovering the reason for differences that seem to persist in spite of the efforts of the Bureau of Markets to make inspection uniform. In the following letter, Charles J. Brand, chief of the Bureau, makes known his position:

It is my understanding that the committee to make a survey of grain inspection facilities will be composed of a representative from the following organizations: Grain Dealers National Association, Council of Grain Exchanges, Millers National Federation, Farmers Co-operative Association, Bureau of Markets. The committee will visit the principal grain markets of the United States with a view of ascertaining all the facts which it may be able to secure with reference to grain inspection for the purpose of assisting the Bureau of Markets in bringing about greater uniformity in the application of the official grain standards.

I think the committee will want to consider carefully such factors as the following; Physical facilities for inspection including amount and kind of equipment; and suitability of inspection, laboratories methods of inspection procedure, including number of inspectors; methods and accuracy of sampling; cost of the service; switching and demurrage problems; re-inspection; appeal privileges and such other matters as may be deemed important by the committee. It seems to me that after the committee has made a survey of the important grain grading markets and has obtained the information relating to these subjects, they will be in a position to recommend to the several markets and to the Bureau, ways and means of obtaining greater uniformity in the inspection of grain.

It occurs to me that since the grain marketing conditions on the West Coast are entirely different from those prevailing east of the mountains, that this committee should confine its survey to that territory east of the Rocky Mountains. It is probable that a committee selected from grain handlers of the West Coast could make a similar survey of inspection facilities in the markets of the Far West. If the territory of the committee is limited as I have suggested, I believe there are 25 or 26 markets which should be visited. The length of time the committee will desire to spend in each market will vary, it seems to me, with the size and importance of the market. I should think that the committee will desire to spend at least one day in the smaller markets, and probably three or four days in some of the larger markets. The trip probably will be of some six weeks or two months' duration, after which time the committee will doubtless hold a conference at Chicago or some other point for the purpose of formulating their recommendation with respect to each market visited and with respect to the whole inspection situation.

Rumors have come to me that it is feared that the Bureau is advocating Federal inspection and I feel it incumbent upon me to explain our attitude in order to forestall any possibility of criticism being directed against the activities of this committee which might lead to the suggestion that its fundamental purpose is to work up sentiment for Federal inspection. The Department is not advocating and has not advocated Federal inspection. Its present interest is only in obtaining as nearly as may be, uniformity in the grading, of grain under the present Grain Standards Act. We have always taken to the matter of grain inspection as wholly one of administration; that the Grain Standards Act imposes upon us the responsibility of obtaining for the grain industry the best inspection service possible within the authority of the Grain Standards Act and the appropriation authorized by Congress; that any substantial changes in the present Act or its repeal, is a matter which lies wholly with Congress; that Federal inspection is a question which lies with the grain industry and with Congress for consideration and decision and not with this Department.

I expect to designate Mr. R. T. Miles, grain supervisor, in charge of Inspection Efficiency, to represent Federal grain supervision work on this committee. Mr. Miles until recently has been grain supervisor in charge of the Kansas City Office. He takes up his new duties in connection with the Inspection Efficiency work in Chicago in the near future. It would seem desirable that he have some little time to get this new work organized before starting out on an extended trip which this committee will make. I would suggest, therefore, that if the committee be agreeable, that plans be made to start the service on or about April 1.

THE Wheat Marketing Commission of Western Australia has reported on the bulk handling proposition under investigation and is unfavorable to a Government agreement with the John S. Metcalf Company, Ltd., believing that no contract should be signed until British firms are in a position to make bids.



# ASSOCIATIONS

## CONVENTION CALENDAR

- April 1-2—Western Grain Dealers Association, Sioux City, Iowa.
- May 6-7—Illinois Grain Dealers Association, Peoria.
- May 20-21—Grain Dealers Association of Oklahoma, Oklahoma City.
- May 27-28—Kansas Grain Dealers Association, Hutchinson.
- June 25-27—Tri-State Country Grain Shippers Association, Minneapolis, Minn.
- July 8—Pacific Northwest Grain Dealers Association, Portland, Ore.
- July 15—Michigan Hay & Grain Association, Hotel Statler, Detroit.
- July 16-18—National Hay Association, Hotel Statler, Detroit, Mich.
- October 13-15—Grain Dealers National Association, St. Louis, Mo.

## MISSOURI ASSOCIATION MEETS

The fifth annual convention of the Missouri Grain Dealers Association was held in St. Louis on February 20 and 21, at the Planters Hotel. President J. D. Klingenberg called the meeting to order promptly at 2 p. m., and E. C. Andrews, president of the St. Louis Merchants' Exchange, welcomed the dealers to St. Louis and extended to them the privilege of the Exchange floor.

President Klingenberg responded briefly and then appointed the following committees: Nominating: F. W. Eggers, A. H. Weinershagen, A. C. Harter. Resolutions: J. J. Culp, John O. Ballard, Charles A. Geiger. Auditing: O. J. Wooldridge, K. K. Kevil, A. E. Klingenberg.

### SECRETARY BOYER'S REPORT

Secretary D. L. Boyer read his report, in part as follows:

The work of this Association together with other state associations during the past year has been of national scope, and all our efforts have been expended towards a national unity of purpose. In the early months of last year Mr. Julius Barnes called for a meeting of the grain trade to discuss the handling of the 1918 wheat. The outcome of this meeting was the appointing of an advisory committee of the grain trade to meet with the Food Administration officials from time to time to discuss problems of the trade. One of the principal acts of this committee was the working out of a schedule of profits that would be considered fair by the Food Administration officials. After much labor on the part of this committee it was finally agreed that 3 per cent net profits on gross sales up to \$300,000, and 2 per cent on gross sales above that amount would not be considered unfair. When you figure that it costs in the neighborhood of 5 cents per bushel to handle wheat, and that is buying according to actual grades and not mine run, it means that country dealers, in order to get what is considered a fair profit by the Government, will have to take a gross margin of 11 cents per bushel, plus freight. This is, of course, with the understanding that the present fixed price will be maintained. How many of you will have nerve enough to get this margin? The recent efforts of this committee have been expended toward formulating some workable plan under which the grain handling interests of this country will be protected against a possible decline in the price of wheat and flour.

The 1918 wheat and corn grades which were placed into effect July 15, and with which you are all familiar, are the outcome of the protests which were entered by the trade at the hearings which were held in the fall of 1917. These grades will be discussed by a representative of the Department of Agriculture tomorrow and he will not only talk on the grades, but will give a practical demonstration of the proper manner of grading grain. The department has a very extensive exhibit on hand and it will pay every man present to see this demonstration.

### Loss and Damage Claims

One of the other big problems of the grain trade is the Loss and Damage Claims question. This matter has been worked on constantly since the I. C. C. handed down their report to the carriers and shippers. This report was the outcome of the hearing held in Chicago in September, 1917. The gist of the I. C. C. report was that the carriers and shippers would arrange promptly for a conference of their representatives with a view to an agreement upon rules and practices to be observed, in filing, investigation and disposition of claims, and in the meantime the proceeding would be held open for such action as might be found necessary or proper. In line with the I. C. C. request, a committee of 15 grain shippers, with Mr. H. L. Goemann as chairman, and a committee of 15 railroad representatives, with Mr. F. C. Maegley as chairman, met in Chicago in April, 1918, but the committees were unable to agree and a joint letter signed by Mr. Goemann and Mr. Maegley was sent to the I. C. C. informing them of the fact. In May, 1918, Mr. Goemann and Mr. Maegley received an order from Commissioner Clark, suggesting that the carriers and shippers had better get together, and hinting that, unless they did, the I. C. C. would go ahead and put in rules that might be objectionable. A conference was arranged between Mr. Goemann and Mr. Maegley

in June at Chicago, at which time they worked out the subjects to discuss at a future conference of shippers and carriers, which was arranged to be held in Chicago in September. This meeting was held and very satisfactory progress was made at the time, but they were forced to adjourn on account of the national meeting, and they agreed to meet again in October for a week's continuous session. The shippers' committee met at the national meeting and decided to get the help of the National Grain Scale Committee, which was done. A vast amount of work was done at this meeting and future conferences were arranged for December and January. Considerable progress was made at the recent meetings and both sides have prepared their reports along the lines suggested by Commissioner Clark. They hope to be able to render this report after the next meeting, which will be held in the very near future. Whether it will be a joint report or separate reports from the shippers' and carriers' committees, it is impossible to forecast at this time. The committee realizes as long as Order No. 57 is in effect, even though it was changed some on account of the many protests from the grain trade, that it is almost impossible to collect claims, and they are doing everything in their power to bring it to a speedy termination.

Even though the past year has been a very trying one for the grain trade of the state, it has been the best year this Association has ever had in the way of local meetings, financially, and in new memberships. The local meetings this year had the best attendance



J. J. CULP  
President Missouri Grain Dealers Association

on record, and we had the pleasure of receiving 105 new memberships this year, which gives us by far the largest membership in the history of the Association.

Treasurer W. W. Pollock submitted his report which agreed with the financial statement of the secretary. He reported that total receipts were \$7,211.12; expenditures, \$5,533.07; balance on hand, \$1,678.05; outstanding dues, \$613; outstanding advertising bills, \$498.50.

### ADDRESS OF P. E. GOODRICH

President P. E. Goodrich of the National Association made an interesting address in which he took occasion to defend the record of the railroads under private ownership, as compared with the record under Government control. He called attention to the fact that: "The advance in pay of railroad labor since the Adamson Law was passed has been over 45 per cent; all material used in operation and construction over 50 per cent; and in spite of the increase of passenger fares from 30 per cent to 50 per cent, and freight rates from 25 to 75 per cent, still they cannot live and keep up their properties as the growing business demands. He then asserted:

I am firmly of the opinion that the Interstate Commerce Commission should be vested with their former rate making power. That the power of the State Railroad Commissions should be reduced and that they have nothing to do with roads engaged in interstate traffic other than purely state functions such as street and road crossings, safety to the public and things of this character. To do the extra work this would entail, there should be a regional commissioner for a certain state or a larger number for a group of states or parts of states having practically the same transporta-

tion problems to meet. These commissioners could be either members of the Interstate Commerce Commission or, if another body, have equal powers.

Pooling should not only be permitted, but encouraged wherever economy of operation or better service would result, equipment should be pooled so it may flow into that section of the country where it is most needed.

The Interstate Commerce Commission should have the power to survey the great markets and manufacturing centers of the country, which are woefully short of terminal facilities, determine what is necessary and assess against all transportation lines using them their proportionate share of the cost. Authorize the sale of securities sufficient to cover the cost of such installation and provide that no bonds for any purpose other than this or refunding maturing obligations or purchasing new equipment necessary to meet the growing commerce of the nation should be issued. Exploiting transportation lines through stock jobbing or other species of so-called high financing should be forever stopped.

It is a lamentable fact that our own business, especially the exportation of grain, is greatly handicapped by the lack of export elevators and terminal facilities in some of our most important seaports. Especially is this true in New York, the greatest export market in the world. It has not elevator capacity equal to some of our smaller interior markets. She does not have more than 50 per cent of the elevator capacity or equipment she needs. Yet these conditions exist now and have been a menace to our export grain trade for years, but we see two of the great lines, tapping the greatest grain markets of the country, both of whom are poorly equipped with grain handling terminals in New York, just now each completing a hotel larger than anything previously built in the world and diverting close to \$100,000,000 each of railroad earnings to a business entirely foreign to the transportation of freight and passengers. Surely we need some power to say to these and all other railroads—"this shall not be done"—and I am very sure the Interstate Commerce Commission is the body that should have such authority.

It is not up to one road to provide this, but the capacity should be furnished, elevators should be built there and elsewhere when needed and the roads hauling the grain be assessed the cost pro rata and charges assessed against the grain to cover operation and maintenance expenses, and a reasonable return on the investment.

These, briefly, are a few things we should do. There are many others that will appeal to those most directly interested and much better equipped than I to point them out.

President Goodrich then paid his respects to the mess that the Postmaster General has made in telephone and telegraph matters, and advocated immediate return of these utilities to their private owners. In discussing the 1919 wheat control measures, he called attention to some of the bad results of last year's plan, particularly the injustice to the small mills whose normal supply was shipped out of the local neighborhood immediately after harvest. Then he said:

So it occurred to me, and I have presented this plan to Chairman Lever of the Committee on Agriculture, that the Government agency that has control of the 1919 wheat crop should adhere to the fixed price of \$2.26 to the farmers, to country elevator and terminal elevator operators a premium of 1 cent to 1½ cents per bushel to be paid and a like amount be added to the price each month beginning with July or August first. This to be paid to any wheat grower or any person that happened to have the wheat in his possession on that date. There to be a like advance in the price of wheat each month to be paid to all holders of that commodity.

It is believed by conservative men everywhere that we are in a fair position to produce 1,250,000,000 bushels of wheat. We use for home consumption, including seed, about 700,000,000 bushels. If we do raise 1,250,000,000 bushels, you can readily see it will give us 550,000,000 bushels surplus wheat. With the supply already existing in the world and the crop that will be grown in the next 12 months, it does look as though this would be the largest load of wheat to carry the world has ever known. Of course many things may happen to the crop between now and the end of the guaranteed period, and our surplus may not be anything like 550,000,000 bushels. But if it is that much and the plan I suggested could be put in operation, it does seem plain to me that the Government would, under this plan, be compelled to buy and pay for the storage of very much less wheat than under the way it was operated last year.

I think it is fair to assume that if we do harvest 1,250,000,000 bushels of wheat, that if a reasonable advance in price, as I have indicated, was made each month to the owners of the wheat, that at least 300,000,000 bushels could be held on the farms for a few months at least and perhaps 100,000,000 bushels more might be held in elevators and warehouses and mills adjacent to the farms.

This would take 400,000,000 bushels of wheat off the market that the Government would not be compelled to pay for or pay transportation and other charges on. Wheat will cost the Government not less than \$2.50 per bushel delivered at seaboard. This, of course, includes freight, shrinkage, interest, insurance, all overhead expenses and all other charges.

If 400,000,000 bushels of the 1919 crop could be held as I have indicated, you can readily see, while this wheat was kept in the country, the Government would not be compelled to borrow money to pay for it and it would save the interest on approximately \$1,000,000,000. This would be an immense saving to the Government in interest, storage and other charges.

The railroads would not be congested with this grain when the crop movement was at its height, as the wheat would filter into the markets as it was needed and would be a great boon to the transportation lines as well as the grain trade as a whole.

If for any reason a larger amount of wheat was held back in the country than was necessary, or if the Government needed the wheat for shipment abroad or to mills, the advance in price that is to take place under this plan the first of each month could be stopped, by decree, and this would itself hasten the marketing of the grain. Or if wheat was held in one particular section of the country more than another and this class of wheat was in greater demand, then the advance per month in that particular district could be eliminated and hence bring out the wheat that was most needed. I believe this plan is thoroughly workable, practical and economically sound.

Following Mr. Goodrich's talk the Association, by resolution, endorsed the plan of increasing the wheat price 1 to 1½ cents per month.

Charles Quinn, secretary of the National Asso-



ciation, came straight from Washington, so that his talk was listened to with the greatest interest. He said that he believed that the majority of congressmen favored the return of business to a normal basis; that the Allies will appoint a single purchasing agent in this country who would purchase their grain from a single agency which would probably be the Government. He urged the dealers to be on their guard against state socialism as it was manifesting itself in North Dakota and Michigan.

## NEW OFFICERS

The report of the Committee on Nominations was received and the following officers declared elected: President, Jesse J. Culp, Warrensburg; vice-president, Sam T. Hays, Sweet Springs; treasurer, W. W. Pollock, Mexico; Directors for two years: Art. Mann, Montrose; W. T. Lingle, Bethany; Ed. S. Hart, Booneville; Cecil Wayland, Carrollton; J. S. Klingenberg, Concordia.

Mr. Culp took the chair, and after thanking the convention for his election, called upon James T. Bradshaw, state warehouse commissioner, and Bennett Taylor, president of the Indiana Grain Dealers Association, both of whom spoke briefly, closing the session.

## FRIDAY MORNING SESSION

Secretary Charles B. Riley opened the Friday session by telling how Indiana dealers are buying grain on grade, and of their study of the cost of handling wheat. He said that Government supervision of inspection had not produced the desired result.

## ADDRESS BY GEORGE A. WELLS

George A. Wells, secretary of the Western Grain Dealers Association and a member of the Advisory Committee of the Food Administration, told of the various meetings and consultations leading up to the recent wheat legislation. He spoke at length about the Lever Bill, which had not then been passed, and said:

There are one or two questions of policy that will undoubtedly be considered by the Government in this connection. One of the questions is, Will the Government undertake to minimize its loss on the guaranty by undertaking to conduct a business of domestic and foreign commercial distribution of wheat to the partial or complete exclusion of the grain trade? Another question is, Will the Government undertake to minimize its loss on the guaranty by maintaining a price for flour to the consumers of this country on a basis higher than the world's price level?

I can conceive that the consumers of our own country might be willing to accept a higher price for flour if the wage scales of this country can be maintained and all of our people employed; but the number of unemployed is continually increasing in this country, and the idea of a higher price for flour than the world's price level will not be acceptable to the consumer, and especially the laboring classes who are unemployed. High wage scales do not benefit the man who is out of a job; and thus we find that the question of the guaranty is involved in an entanglement of social and economic conditions, not only of this country but of Europe as well.

As is well known, European countries maintained central buying agencies during the war, and they will no doubt continue such agencies for some time to come; and it is obvious that a central buying agency has an advantage in buying from unorganized individuals of the trade in this country; and inasmuch as the price at which our surplus wheat is sold for export will directly affect the Government's loss on its guaranteed price to the farmer, it will be most natural that the United States Government maintain a centralized selling agency to cope with the efficiency of the foreign buying agency.

It may be an advantage to the United States to control the exportation of wheat incidental to negotiations of international trade relations, an important feature of which is the financial ability of Europe to make payment for its purchase and possibly the necessity of credit being extended by the United States.

The milling industry is a dominant factor in the wheat business, and any plan that may be adopted must provide some means that will protect the millers in the values of the stocks of wheat and wheat products in store and in transit. It requires nearly one hundred million bushels of wheat, or its equivalent, to keep up the full flow of stocks in store and in transit from the farmer to the consumer, and unless there is protection afforded by the Government through stabilizing regulations, the losses on such stocks would be financially disastrous.

## The Storage Question

The storage of the 1919 crop will be a serious question, and it will be a physical impossibility to provide the storage that will be required if the movement of the entire wheat crop should occur immediately after harvest; and this would seriously affect the transportation and the commercial handling of other grains. It would seem that the farmer, having received the benefit of the guaranteed price, should assume a share of the burden of storage, possibly receiving reasonable compensation for providing such storage. And it might be advisable to adopt the permit system of car distribution in order to control the movement of wheat from the farms and thus prevent congestion at terminal markets and the consequent tying up of railroad equipment.

Grain dealers, no doubt, will be licensed and the farmers will come under police regulations to prevent fraud and abuse. There will probably be no opportunity for the grain trade to sell wheat at premiums, as the actual value of wheat will be much below the basis of the guaranteed price.

## Compensation

The machinery of the grain trade will undoubtedly be used and compensation provided for storage and service. Compensation for terminal elevator storage is definitely fixed by agreement with the Grain Corporation and the commission charges by commission merchants are established by grain exchange regulations approved, or at least tolerated, by the Grain Corporation. The compensation for country elevator service, however, has never been definitely regulated or established, except in terms of "reasonableness"; and it

may be a question as to whether or not the Grain Corporation could legally, under peace conditions definitely fix the compensation or wheat buying margins for country elevators.

It would seem, however, that in any event, under conditions imposed by the law that will be enacted that each and every country grain dealer should prepare himself to justify whatever compensation or buying margin he may consider reasonable by showing the expense incurred, not in the sense as to doing the actual business done, but rather for service in providing and maintaining an open grain market at all times for the benefit of the farmer, the merchants, the bankers and the community in general.

The country dealer is entitled to compensation for the service of keeping an open market; for the risk of ownership; for reasonable interest return on money invested and for salary, compensation for owner or manager plus all other items of expense incurred in conducting such a business.

After a short address by E. J. Smiley, secretary of the Kansas Grain Dealers Association, the meeting adjourned.

## FRIDAY AFTERNOON SESSION

The afternoon session was opened by Philip Rothrock, Federal grain supervisor at St. Louis, who invited the dealers to visit the inspection equipment exhibited in the hotel.

John L. Messmore, chairman of the Arbitration Committee, reported that there were only two cases during the year. These involved \$5,200.50 and were paid.

## RESOLUTIONS

Cecil Wayland reported for the Resolutions Committee, and the report was adopted as follows:

### Endorses the Grain Corporation

Resolved: That this Association heartily endorses the work of the Food Administration Grain Corporation for the capable manner in which it has handled the wheat production of this country since its organization, and

That it urges the continuation of this organization, or if this cannot be accomplished, that the price guarantee of the President of the United States covering the wheat produced in this country during 1919 be fulfilled by an agency similar to the U. S. F. A. Grain Corporation, and

That in any event it is the sense of this Association that the present officers of the Grain Corporation—with Mr. Julius H. Barnes as the directing head—should be in charge of the Food Administration Grain Corporation or of any agency which may be created in its place owing to their experience, ability and integrity, and

That if necessary they be amply compensated.

### Compensation for Carrying Wheat

Whereas, The 1919 wheat crop promises to be the largest in the history of this country, and

Whereas, in the fulfillment of the President's price guarantee there will be no incentive for the producer to carry this wheat, which will result in extraordinarily heavy offerings immediately after harvest, with consequent congestion at country stations, railroad yards and terminal markets, therefore,

Be it Resolved: That it is the sense of this Association that in order to prevent serious congestion that the farmer and country grain dealer should be allowed a reasonable compensation for carrying wheat.

### Condemns Order 57

Whereas, The United States Railway Administration has promulgated R. R. Administration Order No. 57, relating to grain claims, and seems thereby to impose upon the shipper the burden of showing affirmatively that the loss or damage is the direct result of the carrier's negligence and certain losses, viz.: Grain door leaks are prima facie due to improper cooping of the cars by the shipper, all of which is a reversal of the rules of law and subversive to the shipper's interest; therefore,

Be it Resolved: That we favor the abrogation of said Order 57 and are opposed to any order, rule or regulation that tends to deprive the shipping public of their legal rights as established by statute or recognized by the common law.

### Acknowledgement of Courtesies

Resolved: That the members of this Association hereby express their thanks to the members of the Merchants' Exchange and the Grain Club for the cordial and hospitable treatment and entertainment offered during the convention.

### Thanks to Boyer

Resolved: That the gratitude of the members be extended to the officers of the Association, and especially to Secretary Boyer for his diligent and efficient work, the membership having increased 50 per cent during the two years of his administration and a deficit having been turned into a substantial balance.

J. H. McCune, Ipava, Ill., president of the Illinois Grain Dealers Association, stated that he came to meet with the secretaries of the different state associations to see if they could not call a convention of representative shippers of all the state associations for the purpose of agreeing on some plan or program in which the rights of the initial handlers of grain be recognized in the handling of the 1919 wheat crop.

W. E. Culbertson, secretary of the Illinois Grain Dealers Association, invited the Missouri dealers to come to Peoria May 6 and 7 and attend the annual convention of his association.

E. J. Smiley, addressing the convention, said that Kansas would probably raise 200,000,000 bushels of wheat in 1919 and that his members would refuse to buy the farmers' wheat unless cars were available.

He protested against the proposed bill in Kansas increasing the inspection charges to 90 cents and against the unnecessary duplication in inspections everywhere, some cars receiving as many as five inspections making an unmountable added cost against the grain which the elevator man must pay. He severely criticized the Bureau of Markets and stated that even though we had uniform grades we were further from uniform inspection than ever before in the history of the grain trade, notwithstanding the supposed benefits of the former.

He assailed Railroad Administration Order No. 15 requiring industries to sign a contract to maintain in whole or in part the sidetrack on which the industry is located and stated that Kansas grain dealers would not sign such agreements under any circumstances.

He also referred to the excessive rentals paid for leases along railway rights of way and that a law was being introduced in Kansas legislature giving the Public Utilities Commission of that state a right to determine the valuation of railroad property for elevator location.

Lee G. Metcalf, Illiopolis, Ill., talked on present conditions and the big work of reconstruction ahead of us, believing that everything will come out all right if we let truth and right guide us. He was anxious that the rights of individuals be restored as soon as possible.

John Dower, supervisor of weights for the St. Louis Merchants' Exchange, in a few remarks stated that St. Louis regretted the discontinuing of weighing at the public elevators and believed the country also regretted it. They did their duty as they saw it and hoped Mr. Bradshaw would keep the promises he made on the conduct of weighing.

Mr. Smiley then suggested the Association endeavor to introduce into the Legislature a bill similar to their Kansas bill making railroads furnish physical condition reports on cars. He stated that they are going to employ a competent attorney and perfect a claim organization to fight every claim.

## THE BANQUET

A most excellent dinner was provided by the St. Louis Merchants' Exchange Thursday evening at the Planters Hotel and the guests entertained by music and singing. Marshall Hall acted as toastmaster.

Bert H. Lang, second vice-president of the Food Administration Grain Corporation spoke on the 1919 wheat crop. He pointed out that St. Louis with its approximate storage capacity of 4,000,000 bushels, 35,250,000 bushels wheat were handled in 1918 and that upwards of 50,000,000 bushels would be handled on this year's crop. He favored continuance of Government control and an approximate price level of \$1.50 for wheat, letting the miller sell flour on that basis. The farmer would then be paid in the neighborhood of 76 cents Chicago, and the consumer would get the benefit of lower priced bread. The present regulation and license system would doubtless continue, a handling charge of 10 cents per bushel and the marketing of a certain percentage of wheat in the first three months was the opinion expressed by Mr. Lang as being a proper plan. The price of flour for export to be fixed. The billion dollar loss to the Government is not as serious a matter as the social and political unrest manifesting itself everywhere and in the growing spirit of bolshevism due to the high cost of living which can only be remedied by commencing to reduce the cost of flour and bread to the consumer.

Other speakers of the evening were President E. C. Andrews of the Merchants' Exchange, P. E. Goodrich, Bennett Taylor, James T. Bradshaw, who talked on subjects of interest and John L. Messmore of St. Louis who amused the convention with storytelling.

## THE NEW SECRETARY

The close of the meeting it was learned that the directors met and chose M. U. Norton as secretary of the Association to succeed D. L. Boyer who had resigned to become associated with the J. L. Frederick Commission Co. of St. Louis.

Mr. Norton was recently a member and acting sergeant of the 30th machine gun battalion of the 10th Division stationed at Camp Funston. He was on the Atlantic Seaboard ready to embark when the armistice was signed.

Previous to this he was connected with C. D. Fisher Commission Company of Kansas City, having traveled Kansas, Iowa, and Nebraska for nearly seven years. He will immediately enter upon his duties at Mexico, Mo.

## OHIO FARMER DEALERS AT TOLEDO

The Ohio Farmers Grain Dealers Association met in Toledo on February 25 and 26. President John M. Miller opened the convention and Fred Mayer, president of the Toledo Produce Exchange gave the address of welcome.

Among the speakers were M. R. Myers of Chicago who spoke on "Evolution of the Farming Industry"; R. L. Crider of Columbus, state senator, who talked on "Our Legislative Problems"; L. G. Macomber, traffic commissioner of the Exchange, who discussed "Traffic Problems"; F. F. Ellsworth of Washington, on "The Farmers Future"; John W. Shorthill, secretary of the National Council of Farmers Grain Dealers Associations, on the "Wheat Guarantee"; and E. H. Culver, chief grain inspector at Toledo, on "Selection and Inspection of Grain Seeds."

The election of officers resulted as follows: President, John M. Miller, McClure; first vice-president, George Russell, Findlay; second vice-president, F. M. Smith, Fostoria; treasurer, F. W. Uler, Bowling Green; secretary, Charles Latchaw, Defiance. Direc-



tors: Judge C. W. Palmer, Jewell; H. M. Eiseman, Deshler; R. Waggoner, Lindsay; F. W. Dudrow, Green Springs; L. J. Winch, McClure; J. W. Lowden, Liberty Center; M. Newton, Fostoria; F. J. Dauer, Haskins; G. P. Martin, Findlay.

The delegates were entertained with a banquet and cabaret performance under the charge of John Luscombe, Joe Doering, Paul Barnes, Bill Cummings, and Joe Streicher, the live wires of the Exchange.

## NATIONAL SCALE MEN TO MEET

On March 17-20 will be held the fourth annual meeting of the National Scale Men's Association at the Hotel Morrison, Chicago. As this association includes the weighmaster and the scale inspectors, the grain trade will be interested in the meeting. Such well known men as H. A. Foss of Chicago, D. J. McGrath of St. Paul, C. A. Briggs of Washington, A. J. Dodge, and J. A. Schmitz of Chicago are on the program with many others.

## SECRETARY CULBERTSON ISSUES DIRECTORY

The twenty-ninth annual directory of the grain dealers of Illinois has just been issued by W. E. Culbertson, secretary of the Illinois Grain Dealers Association, Delavan, Ill. It is larger than usual and evidently compiled with good care. It indexes all towns, railroads, and besides listing all grain dealers in the state by railroads gives also alphabetically all country owners and operators who are members of the Illinois Grain Dealers Association. The directory also calls attention to the twenty-ninth annual convention of the association that will be held this year at Peoria, May 6 and 7. The April number of the "American Elevator and Grain Trade" will give full detailed information about this important meeting.

## MICHIGAN BEAN JOBBERS MEET AT DETROIT

The Michigan Bean Jobbers Association held a meeting in Detroit on February 12. President Christian Breisch of Lansing was detained in Washington so Vice-president G. F. Allmendinger of Ann Arbor presided.

Addresses were made by Charles Baylau of Grand Rapids, on "Insurance"; Andrew H. Madsen of Ann Arbor on "National Bean Contract"; E. L. Wellman of Grand Rapids, on "Uniform Bags"; Mr. Dimond on "Market Letters"; Mr. Judson of Fenton on "An Advertising Campaign for Marketing Michigan Beans Under a Trade Mark and Brand."

A committee of five was appointed to investigate the idea suggested by Mr. Judson and to perfect a plan for putting it into effect.

## FARMERS GRAIN DEALERS AT MINNEAPOLIS

The Farmers Grain Dealers Association of Minnesota met at Minneapolis, February 18-20 for the twelfth annual convention. President H. R. Meisch of Argyle presided.

Addresses were made by Clifford Thorne of Chicago; H. N. Owens of Minneapolis; E. H. Sherwood of Chicago; C. H. Eyler of South Dakota, and P. P. Quist.

The resolutions adopted included: Opposition to anti-future trading legislation; opposition to a change in the system of taking samples; endorsement of the Nebraska Rule for distribution of grain cars.

The election of officers resulted as follows: President, H. R. Meisch of Argyle; vice-president, A. O. Lunder; treasurer, Adam Brin; and secretary, A. F. Nelson of Benson.

## FARMERS DEALERS AT PEORIA

The Illinois Farmers Grain Dealers Association ended one of the best sessions in its history on February 27 at Peoria, with the election of John Miller, Galva, president; Harry Wood, Delavan, first vice-president; Fred A. Mudge, Bureau, second vice-president; William Hindahl, San Jose, treasurer. Directors: W. R. Ray, Watseka; Mr. Fairfield, Fisher; Mr. Jacoby, Champaign.

Resolutions were adopted endorsing the action of Congress in upholding the wheat guarantee; urging that the Grain Corporation handle the 1919 wheat crop; favoring the co-operation plan of grain company organization; requesting an adequate supply of grain cars in good condition; and thanking Peoria for its hospitality.

An idea of the treatment accorded the Association by Peoria can be gained from the following letter written by Secretary A. N. Steinhart to John R. Lofgren, secretary of the Peoria Board of Trade:

Please accept for yourself and also please tender to your officers, directors and members sincere thanks and the appreciation of all our people for the generous way in which you contributed in making our recent convention held in your city, a success. The evidence of good will and the splendid co-operation all along the line will not be soon forgotten and we sincerely hope to merit it all.

It might interest you to know that not a single complaint from a shipper in the field and directed at

the Peoria Board of Trade has been expressed to us or reached this office in the past year. We hear nothing but kind comment on your work and on your market.

The City of Peoria owes your organization a measure of gratitude in that you sent away a lot of good people with only kind recollections and a good word for Peoria. Although, in the minds of some folks, Peoria is sort of considered the seat of Bacchus, no one noticed a single visitor under the influence of drink. Everything was fine from start to finish.

We hope that you will all be repaid for the kindnesses extended and we also trust that the fine spirit of co-operation may continue indefinitely.

By the unanimous vote of the Directorate and without consideration of any other place we come to you again in February, 1920. We know that you will provide us with a meeting place and what more you may be willing to do or wish to do will be left entirely to you. We feel that we can hardly expect so much another time.

Wishing your Exchange unbounded success and good and again thanking each and all its members.

## A NEW RAILROAD ORDER—57A

On February 25 the Director-General of Railroads issued "General Order 57A" to take the place of the revised Order 57, which appeared on Page 582 of the February issue. The new order meets further objections to the original which had been pointed out by the committee headed by Mr. Goemann. The complete text of the new order is as follows:

Claims on grain shipped in bulk constitute a large proportion of loss and damage claims. Some of the widely varying practices of both shippers and carriers with respect thereto are of doubtful propriety, and in many cases result in undue preference and unjust discrimination.

This condition may be attributed largely to the great number of intricate factors entering into the grain business; the condition of scales and weighing practices, which, in many instances, result in weights of doubtful accuracy. Grain in bulk is sometimes loaded at large terminal elevators where so-called official weights are obtained; in other instances, at country elevators where weights are obtained on small scales in many drafts; and in other instances where scale weights are not used but loading weights obtained on measurement basis; and at some points where no elevators are located, grain is weighed over wagon scales, loaded into cars and the sum of the wagon scale weights used to represent the amount shipped.

Destination weights are arrived at in as many different ways as the loading weights, but, as a general rule, the bulk of the grain shipped is destined to terminal markets where official weights are secured, and the differences between those loading and destination weights constitute the basis of claims, although losses resulting from the taking of samples for inspection purposes and the failure of consignee to unload all the grain and other wastage, over which the railroad has no control, are not taken into consideration or accounted for.

At the present time there is a lack of uniformity in the disposition of grain claims. It is intended to clear up this situation and to dispose promptly of such claims as come within the rules hereinafter set forth.

The following rules shall apply until superseded by others that may be adopted as a result of investigation and study of the subject now being carried on by carriers and shippers in connection with the Interstate Commerce Commission.

These rules are adopted as administrative regulations and they are not intended in any way to change or alter any existing rule of law.

### Rule 1.—Selection of Cars for Loading

Suitable cars will be furnished for bulk grain loading. (See definition.)

Definition.—A suitable car for bulk grain loading is one that is grain tight and fit or can be made so at time and place of loading by ordinary and proper care in use of cooperage material and by a reasonable amount of cleaning.

### Rule 2.—Rejection by Shipper

While carriers are expected to furnish suitable equipment, the shipper should reject a car which is manifestly unfit for the loading intended.

Shippers should not load bulk grain in a car with door post shattered or broken, or with other defects of such character as to render car obviously unfit, or with inside showing the presence of oil, creosote, fertilizer, manure, coal or other damaging substance of like or kindred character.

### Rule 3.—Cooperage

Grain doors, or grain door lumber of proper quality and dimensions, to cooper side and end doors and other openings of cars used for bulk grain loading, and accessories such as nails, paper, cheesecloth, burlap or similar material for calking or lining cars, required to prevent loss of grain by leakage, shall be supplied by the carrier, installation to be in accordance with existing rules and practices until changed by competent authority.

Note 1.—Carrier's agent at loading station will ascertain the number of temporary sectional grain doors, or the number of feet (board measure) of grain door lumber used to cooper the car and the approximate weight thereof, and note same on waybill.

Note 2.—Should the carrier's supply of grain door material run short, local agent will promptly notify his superintendent, who will immediately send the required material or authorize local agent to purchase a supply to take care of the emergency.

Note 3.—Shippers or consignees must not appropriate carriers' grain doors or grain door material, neither shall they use the same without specific authority from the carrier.

### Rule 4.—Consignor, Consignee or Owner Required to Load and Unload Carload Freight

Except as otherwise provided by tariff, owners are required to load into or on cars grain carried at carload ratings, and consignee or owner is required to unload the car, which includes the removal of entire contents, including sweeping of the car. Loading includes adequate securing of the load in or on car, also proper distribution of the weight in the car by trimming or leveling.

### Rule 5.—Shipping Weights

Where shipper weighs the grain for shipment, he shall furnish the carrier with a statement of the car initials and number, total scale weight, the type and house number of the scale used, the number of drafts and weight of each draft weighed, the date and time of weighing, and state whether official Board of Trade, Grain Exchange, State or other properly supervised shipping weights; also state number and approximate weight of grain doors used. This information shall be furnished as soon as practicable, forwarding of car not to be delayed for this record.

### Rule 6.—Destination Weights

Consignee shall furnish the carrier with a statement of the car initials and number, the total scale weight, the type and house number of the scale used, the number of drafts and weight of each draft weighed, and date and time of weighing, and state whether official Board of Trade, Grain Exchange, State or other properly supervised unloading weight.

### Rule 7.—Leakage or Damage Record

If damage to or leakage of grain is detected while in carrier's possession, the necessary repairs must be made to prevent further loss or damage and a complete record made thereof. In case of a disputed claim, the records of both carrier and claimant on said car shall be made available to both parties.

If shipper, consignee, owner or his or their representative should discover leakage of grain from car, he must immediately report the facts to carrier and afford reasonable opportunity for verification.

### Rule 8.—Claims for Loss

(a) Clear Record Cars: If, after thorough investigation by the carrier, no defect in equipment or seal record is discovered, such record shall be accepted as *prima facie* evidence that the carrier has delivered all of the grain that was loaded into the car. If, however, evidence is produced by the claimant showing a defective record, such evidence shall be investigated and where sustained the car shall be considered a defective record car. (See paragraph b.)

(b) Defective Record Cars: Where investigation discloses defect in equipment, seal or seal record, or a transfer in transit by the carrier of a car of grain upon which there is a difference between the loading and the unloading weights, and the shipper furnishes duly attested certificates showing correctness of weights, and the carrier can find no defect in scale or other facilities and no error at points of origin or destination, then, the resulting claim will be adjusted subject to a deduction of one-eighth of 1 per cent of the established loading weight as representing invisible loss and wastage.

Note 1.—Transfer in transit, as referred to in Section "b" of this rule, is a transfer for which the railroad is responsible, and not a transfer because of a trade rule of Governmental requirement, or because of orders of consignor, consignee, owner or their representative.

## OPPORTUNITIES FOR GRAIN MEN IN FIRE-PREVENTION WORK

The United States Department of Agriculture desires to secure men with milling and grain experience to assist in the grain-dust explosion and fire-prevention campaign in the mills and elevators throughout the country. The appointments will be made at a salary of \$135 a month and will be temporary, terminating not later than June 30, 1919. Men with training in one of the following lines will be eligible for appointment to this work:

(1) Milling, mechanical, electrical or chemical engineering education, training or experience.

(2) Practical experience in grain mills and elevators in the manufacture and production of flour, feeds and grain products.

(3) Experience in the manufacture, design or construction of grain cleaning and handling equipment for mills and elevators.

Applications for this work should be forwarded



promptly to Dr. C. I. Alsberg, chief of the Bureau of Chemistry, Washington, D. C., with a detailed statement of experience and training, together with any special qualifications which the applicant may have for this work.

## A MILL IN THE ELEVATOR

In a recently printed article, Professor H. C. Filley, of the University of Nebraska, draws attention to the advantages that might accrue to a country elevator by installing a small mill:

In pioneer days corn bread and cornmeal mush were staple foods. In some communities bolted wheat flour was at times so scarce that white bread was considered a luxury. The use of cornmeal declined with the increase in wheat production and the change in milling processes until previous to the wartime food regulations the housewife purchased it in very small quantity, if at all.

Cornmeal is no longer a cheap food. Although at no time in our history has corn suitable for milling sold for as high a price per pound as wheat, corn meal, in recent years, has commonly sold at a higher price per pound than the best "patent" flour.

In January, 1918, the Nebraska College of Agriculture began an investigation to determine how long whole ground cornmeal will keep under ordinary storage conditions. A small power mill such as is in use today upon many farms and can readily be installed in any elevator was used for grinding the corn.

This mill separates the ground corn into three parts:

1. The finer part of the meal which upon the first grinding contains practically all of the germ.
2. The harder portion of the kernel which needs regrinding in order to be suitable for meal.
3. The hull or outer portion of the kernel.

The separation of the last two is never quite complete as small particles of the hull remain in number 2 and some edible particles of the kernel are carried over with the hull. The relative proportions existing between the three varied somewhat, depending upon the per cent of moisture present and the fineness of grinding. The following may be considered somewhat typical:

	Lbs.	Per cent
No. 1 Fine meal (containing germ)....	17	30
No. 2 Hard portion of kernel (reground)....	36.4	65
No. 3 Hulls.....	2.6	5
	56.0	100

No corn was ground which contained a high per cent of moisture. It ranged from 13.8 per cent on February 6 to 10.2 per cent on October 1. It is not advisable to ship or to store meal which contains more than 15 per cent of moisture. In fact the drier the meal the better it will keep. The farmer should therefore dry his corn before taking it to the mill.

The meal after being ground was placed in substantial paper sacks, containing about 5 pounds each and stored in the houses of various farmers. Three grades of the meal were recognized and reports were made upon not only the keeping quality, but upon the flavor of each grade. The first grade consisted largely of the softer portion of the kernel and contained the germ, the second grade contained the hard portion of the kernel and the third was a mixture of the other two.

The first meal was ground February 6 and every farmer enjoined to be on the lookout for any deterioration in quality. May 20 corn bread made from meal stored in a kitchen cupboard was noticeably bitter, and by the middle of June was unfit for food. Meal of the same grinding stored in a pantry where the temperature during the winter months was near the freezing point a considerable part of the time, did not show any deterioration until about the first of July. Grade 1 had a slightly rancid as well as a bitter taste. In only the one home where the meal was kept at a warm temperature was any bad effect of storage noticeable for the first four months in meal containing 13.75 per cent moisture.

Meal ground April 2 remained in first class condition until the extreme hot weather of early August, while that ground May 7, July 3 and August 23 does not as yet show the slightest deterioration. The water content was low, the corn having become thoroughly dry.

We may say then that bolted cornmeal made from well dried corn remains fresh and sweet for a longer period than most of us would naturally keep it stored. On every farm the chickens and other live stock insure the utilization of any cornmeal not used for cooking. There are really but two questions to be considered, quality and cost.

An elevator equipped with a mill that will grind four bushels of corn per hour would find that a margin of 1 cent per pound insured a splendid profit.

If corn were 3 cents per pound, \$1.68 per bushel, the meal should cost the farmer but 4 cents per pound. In November, 1917, cornmeal retailed in Lincoln at 50 cents per 6-pound sack, 8½ cents per pound. Corn at that time was worth about 3 cents per pound.

The following table gives the price of Number 3 corn at the Omaha Grain Exchange and the fair price of cornmeal as fixed by the Douglas County Food Administration for the past seven months.

Day and month	No. 3 White Corn per bu., Omaha	Corn price per pound,	White Cornmeal per pound, Douglas County
May 2, 1918.....	\$1.71	\$.031	\$.055
June 1, 1918.....	1.56	.028	.055
July 6, 1918.....	1.87	.033	.055
Aug. 3, 1918.....	1.81	.033	.055
Sept. 7, 1918.....	1.71	.031	.055
Oct. 5, 1918.....	1.45	.026	.055
Nov. 2, 1918.....	1.40	.026	.055
Average price white cornmeal.....			\$.0568
Average price white corn.....			.03
Cost of milling and handling per pound.....			.0268

This margin is considerably less than that commonly taken before the Food Administration began fixing fair prices and doubtless less than will prevail when we come back to regulation by competition which does not compete in price.

Although this margin between the price of corn and the price of meal is relatively smaller than before the Food Administration took charge, it would seem to be higher than is necessary in country communities. Where the farmer can have his own corn ground at an elevator, costs of unnecessary handling are eliminated.

Entire wheat flour ground on the mill used for grinding the cornmeal is a high grade product which makes quality muffins and the finest of brown bread. When ground a little coarse it makes a delicious breakfast food. Of course it is not packed in a fancy carton, but that should not be very material since we do not eat the container.

Wheat was a short crop in 1917, but the demand for flour was unprecedented. Injunctions to use substitutes having failed to reduce the consumption of white flour appreciably because of habit and the high price of the substitutes, the well known 50-50 rule was invoked. It worked.

Out of each 100 pounds of last year's wheat crop only 68 pounds of flour was made. Had we made 90 pounds, removing only the coarser portion of the bran, the bread supply would have been increased thereby 33 per cent. This year the millers are making 74 pounds of flour from each 100 pounds of wheat.

I believe that there is scarcely a community in Nebraska that will not appreciate the opportunity of buying old fashioned cornmeal and whole wheat flour. The elevator is the logical source of supply. It would grind in small quantity as needed for local use. There could be no possible loss. It would prove a valuable side line, and would be another tie to bind the community to the patronage of its elevator.

## PROPOSES QUARANTINE AGAINST FOREIGN CEREALS

Prohibition or restriction of movements of wheat, rye, barley, oats and rice to continental United States from Australia, Japan, India, Italy, France, Germany, Great Britain, Ireland and Brazil is believed by the United States Department of Agriculture to be necessary on account of the prevalence in those countries of the flag smut and take-all diseases. The former affects wheat alone, and the latter wheat, rye, barley, oats and rice. A hearing to determine whether or not a quarantine is necessary will be held at 10 o'clock, March 25, in the offices of the Federal Horticultural Board, Washington, at which persons interested in the proposed quarantine may be heard, either in person or by attorney.

Both of the diseases are very destructive. Flag smut affects the leaf blades, leaf sheaths, stems, and sometimes the spikes of wheat. Usually every shoot is affected, the leaves wither and the spike is frequently replaced by a mass of twisted leaves. The spores are carried on the seed and live over in the soil. In portions of Australia losses from this disease run from one-tenth to one-half of the crop.

The take-all disease, known also as whitehead and footrot, attacks the roots and base of the plants, rotting the roots and blackening the base of the stems. Young wheat plants speedily wither and die. Older ones may survive, but rarely produce grain. Heavy losses have been sustained in all countries where this disease occurs, principally the countries of the far East and of the countries of western and northern Europe.

The danger to the United States lies in the possibility of importation of the cereal grains for seed purposes. Hitherto, there have been no consid-

erable commercial importations and, therefore, these diseases have not been introduced. The danger from imported seed, and also the possibility of introducing the disease through possible commercial shipments from Australia, where there has been a large accumulation of wheat, make it necessary to consider quarantine action. It is not improbable, according to the Department of Agriculture, that methods of treatment by exposing the grain to steam or dry heat may be found practicable. Such treatment would render the grain worthless for seed purposes, but probably would not decrease its value for feed or manufacturing purposes.

## MILLIONS DESTROYED BY INSECTS

Someone with a taste for figures exceeding our own has asserted that the annual loss to American farm, orchard and forest crops caused by insect pests imported from other countries is more than \$1,000,000 a day, or is approximately \$500,000,000 a year.

Readers of this journal have been advised or the care with which the Department of Agriculture examines importations of seed, bulbs and cuttings, but now a new source of infestation has been discovered and steps taken to prevent further damage.

Quarantine Order No. 37 has just been issued. It forbids the importation of nursery stock with balls of earth around its roots. These earth balls have been found to contain many insect pest that sneak into the country to start their depredations on our crops. With insect pests the immigration literacy test should be strictly applied.

## GRAIN TRADE PATENTS

Bearing Date of January 14, 1919

Mounting for conveyor rollers.—Karl Kiefer, Cincinnati, Ohio. Filed May 29, 1916. No. 1,291,021.

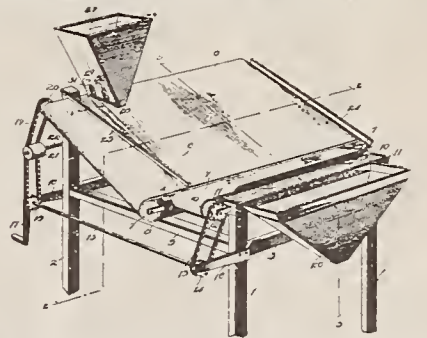
Bearing Date of January 21, 1919

Machine for scouring cereals.—Gustav E. Friedrich, Grand Rapids, Mich. Filed August 5, 1918. No. 1,292,297.

Bearing Date of January 28, 1919

Separator.—Harry Brenkenridge Lindsley, Sleepy Eye, Minn. Filed May 11, 1918. No. 1,292,820. See cut.

Claim: In a grain separator of the character specified, in combination, a longitudinally movable endless belt inclining downwardly toward one edge, and a grain retarding belt at the lower edge of the first



named belt in position to receive, retard and convey some of the grain discharged therefrom, and adapted to discharge the more rapidly moving grains laterally and to discharge the retarded grains longitudinally, substantially as set forth.

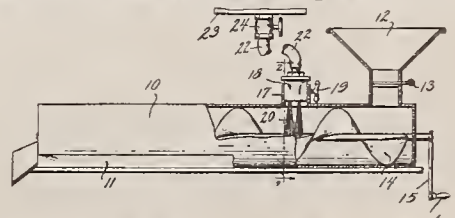
Bearing Date of February 4, 1919

Grain door.—Hugo S. Bryant and Firm Miller, Atchison, Kan. Filed October 11, 1917. No. 1,293,024.

Seed corn drier.—Albert F. Carton, Pipestone, Minn. Filed June 3, 1918. No. 1,293,333.

Seed treating apparatus.—William S. Chambers, Coeur d'Alene, Idaho. Filed February 11, 1918. No. 1,293,034. See cut.

Claim: The combination in a seed treating apparatus, a casing and its hopper and a spiral conveyor in the casing, a liquid feeding reservoir adjustably mounted on the casing and having an apertured bot-



tom communicating with the casing, brushes depending from the bottom into the casing and said brushes arranged transversely of the conveyor and conforming to the curvature of said conveyor.





## CANADA

Efforts are being made to interest men in the establishment of a grain elevator at Sarnia, Ont.

Probably operations will be resumed in the Prescott Elevator at Prescott, Ont., owned by the Montreal Transportation Company. The plant has been closed for a few years.

The Canadian National Railways will erect a new working house at Port Arthur, Ont., in which modern working machinery will be installed. Elevator "B" will be rebuilt of concrete and it is possible that Elevator "A" may be torn down and rebuilt.

H. W. Stevens of Vancouver, B. C., will move in the Commons for the production of the Order-In-Council authorizing the Board of Grain Commissioners to investigate country and public elevators and the transportation of Canadian grain. He will also move for particulars in connection with the commandeering of wheat in 1916.

## EASTERN

A grain elevator of 20,000 bushels' capacity is to be erected at Kennedyville, Md., by J. G. Metcalf.

Cyrus Weiss will conduct a brokerage business etc. He recently sold his grain and feed business at Wilkesbarre, Pa.

A three-story grain elevator is to be built at Williamsport, Maine, for the firm of Victor Cushwa & Sons at Hagerstown and Williamsport.

Possibly a grain elevator will be built at Rochester, N. Y. It will be built on the Barge Canal if the present plans materialize. There has been no elevator in that city for three years.

The American Malting Company, formerly incorporated under the laws of the State of Delaware, has been succeeded there by the American Grain Products Company recently organized there.

Incorporation papers have been filed at Randolph, N. Y., by the Brown Milling Company, Inc. The company will handle grain, feed and flour. Its capital stock amounts to \$50,000. The incorporators are: D. A. Brown, G. E. Brown and H. J. Morton of Randolph.

The Grand Trunk Railway is contemplating the erection of another grain elevator at Portland, Maine, to be known as Elevator No. 3. The new elevator is to have a capacity of 3,000,000 bushels. The capacity of the present elevators, Nos. 1 and 2, is 2,500,000 bushels.

The Richmond Grain Company has been incorporated at Richmond, Vt., capitalized with stock of \$50,000. F. H. Shepardson is president; W. F. Shepardson, clerk and Geo. Bartlett, treasurer. The company will continue the grain business formerly conducted by the Richmond Lumber Company.

A 54x20-foot frame elevator and 60x50 concrete store building is to be constructed at Myersville, Md., for the Farmers Mutual Exchange, the capital stock of which has been increased to \$25,000. The bids for the elevator should be addressed to A. D. Flook. The plant will be equipped with gas engine or motor power; grain cleaner, corn sheller, grinders, electric stands, etc.

## WESTERN

The Plains Grain & Produce Company succeeds Theo. G. Fick Grain Company at Boyero, Colo.

A grain elevator of 1,000,000 bushels, it is reported, will be erected at Gillette, Wyo., this spring.

The Yampa Valley Milling & Elevator Company has sold its elevator at Craig, Colo., to the Farmers Union.

The capital stock of the Farmers Union Warehouse Company of Moscow, Idaho, has been increased from \$10,000 to \$50,000.

The Spelts Grain Company's business at Sterling, Colo., has been taken over by the Farmers Co-operative Company of Daily, Colo.

The Farmers Union of Lafayette, Colo., has recently completed its plans for the erection of a modern grain elevator of 20,000 bushels' capacity.

The elevator at Melstone, Mont., has been taken over by John H. Jesser. Mr. Jesser will also handle a stock of farm seeds, hay and mill feeds.

J. F. Green, C. L. Wakefield and J. S. Rockwell are the directors of the Endicott Grain Company which was incorporated at Endicott, Wash. The

company will purchase the Farmers Union Elevator there. The capital stock of the firm amounts to \$50,000.

Plans have been made by the Farmers Union which was recently organized at Darlow (mail to St. Vrain), Colo., for the construction of a grain elevator of 12,000 bushels' capacity.

J. H. Howell, Miriam E. Howell, A. J. Moore and M. Moore have filed incorporation papers at Sedro Woolley, Wash., as the Sedro Woolley Grain Company. The capital stock is \$15,000.

The elevator of the Craig Milling & Supply Company at Steamboat Springs, Colo., has been purchased by the Craig Farmers Milling & Elevator Company. The purchaser will take possession on June 15.

A. A. Wormell has purchased the elevator, warehouse and milling machinery at Lewiston, Idaho, the property of the Interior Warehouse Company. Mr. Wormell has been operating the establishment under lease for two years. Property is valued at \$23,000.

## THE DAKOTAS

The elevator of the Beckler Bros. at Hague, N. D., which burned last December, is to be rebuilt.

Repairs and overhauling is being done to the plant of the Powers Elevator Company at Barlow, N. D.

A new 60,000-bushel elevator is to be built at Cleveland, N. D., for the Farmers Co-operative Association.

An elevator at Redfield, S. D., has been taken possession of by Harry Speight formerly a grain buyer at Porter.

The elevator and feed business of W. W. Wagner at Tyndall, S. D., has been purchased from him by Wm. McBurney.

The Farmers Union Elevator Company of Hazelton, N. D., has taken over the stock of the Batzer Implement Company.

Probably the grain elevator at Kelso, N. D., operated and owned by the farmers is to be torn down and replaced by a large plant.

The Victor Farmers Elevator Company of Victor, S. D., has installed a new cleaner and a new conveyor increasing its handling capacity by 8,000 bushels.

The Farmers Elevator Company of Amherst, S. D., is contemplating the erection of an addition to its elevator and the installation of an electric light plant.

Fred Wanstald, John Strand and John F. Fairfield have incorporated at Forestburg, S. D., as the Forestburg Elevator Company. Its capital stock amounts to \$50,000.

The Equity Exchange of Forbes, N. D., has plans under consideration for the erection of an additional elevator there of concrete construction and of 50,000 bushels' capacity.

A transfer was made recently of the entire holdings of the Levant Elevator Company at Grand Forks, N. D., of W. L. Hoover, of that town. The property included a feed mill.

Hans Rosholt, B. L. Steig, G. W. Dickey, C. H. Bengsen and R. D. Swengel have incorporated at Esmond, N. D., as the Esmond Milling & Elevator Company. Its capital stock is \$25,000.

Farmers around White Rock, S. D., are interested in the proposed organization of a grain elevator company there. The plans have not been announced as yet.

Incorporation papers have been filed by J. B. Allen, George E. Jense and L. E. Slade as the Farmers Union Co-operative Elevator & Livestock Company of Mitchell, S. D. Its capital stock amounts to \$50,000.

A grain elevator company, to be conducted on the co-operative basis, has been formed at Clements-ville, Stutsman County, M. D. The company will either build a new elevator or purchase one of those already located there. Fred Flohr is president; B. Fried, vice-president; M. Ackerman, treasurer.

Incorporation papers have been filed by the Farmers Co-operative Potato & Grain Association of Grand Forks, N. D., capitalized at \$50,000. The company will first of all build a potato storage warehouse and later on may build a grain elevator.

Olaf Brundeen, Olaf Ovnán, Emil Peterson and others are interested in the organization.

The Murdo, S. D., elevator has been purchased and will be operated in the future by T. A. and A. T. Eaton.

A farmers' elevator company has been organized at Moritz, S. D. The Board of Directors of the organization includes the following: M. Hunt, W. Price, A. Loman, Wm. Musch and Chas. Hodson.

## INDIANA

P. W. Millikan has sold his grain and implement business at Blountsville, Ind., to H. L. Linville.

The elevator of A. Wasmuth & Sons at Andrews, Ind., has been purchased by the Farmers Equity Exchange.

A grain elevator of 35,000 bushels' capacity is to be constructed at Berne, Ind., for the Farmers Equity Union.

The capital stock of the New Haven Grain Company at New Haven, Ind., has been increased from \$30,000 to \$75,000.

The Belshaw Farmers & Gleaners Elevator of Belshaw (Lowell p. o.), Ind., has made plans for the construction of a modern grain elevator.

A grain company has been formed at Milford, Ind., capitalized at \$25,000. The company will build an elevator in that town or at Milford Junction.

The Farmers Grain Company was incorporated at Nappanee, Ind., by Moses Griman, Lewis C. S. Stuckman, and J. M. Long. Its capital stock totals \$50,000.

The contract has been awarded by the Yeddo Farmers Grain Company of Yeddo, Ind., for the construction of a grain elevator of 50,000 bushels' capacity.

The charter of the Huntertown Grain Company operating at Huntertown, Ind., has been amended increasing the capital stock of the firm from \$30,000 to \$75,000.

J. C. South, F. Wilson and E. E. South have incorporated at Knox, Ind., as the South Grain, Lumber & Supply Company. The capital stock of the firm is \$100,000.

J. M. Whittington, Albert Sackmire, Earl M. Myers and others have incorporated at Kingman, Ind., as the Farmers Grain & Milling Company. Its capital stock is \$25,000.

John N. Sicks, E. Williams, B. F. Simmons, R. V. Snee, Elmer T. Stack, E. W. Riddle and J. M. Powell have incorporated as the Boone Grain Company at Lebanon, Ind.

G. Gerber, David Kloffenstine, Oliver V. Billing and John H. Barger have incorporated at Craigville, Ind., as the Craigville Elevator Company. Its capital stock amounts to \$20,000.

Incorporation papers have been filed at Talbot, Ind., as the Farmers Grain Company. W. H. Cook, Chas. T. Haynes, James H. Alexander and Thos. Ransom are interested. Its capital stock is \$15,000.

The concrete foundation has been laid for a new elevator at Jonesville, Ind., for the Columbus Milling Company. This replaces the plant which burned nearly a year ago. H. Griffith is proprietor of the plant.

Incorporation papers have been filed at Bunker Hill, Ind., by the Bunker Hill Elevator Company. Its capital stock amounts to \$30,000. The directors are: John E. Shively, Chas. M. Stranahan and Jacob A. Cunningham.

The assets of the Farmers Elevator Company of Franceville, Ind., are to be sold at a private sale, according to the petition filed by its trustee, W. M. Brucker, in the Circuit Court there. No notes or accounts are to be sold.

Miller & Roelke have made the plans for the installation of electric power in their elevator at Teegarden, Ind. A 12½ horsepower three phase motor is to be installed to take the place of the 15 horsepower gas engine.

The Sims Milling Company of Frankfort, Ind., has been incorporated to operate a grain elevator. The company is capitalized with stock of \$150,000. Carl W. Sims, Florence R. Sims, Leslie C. Conarroe, Isabella C. Conarroe are the directors of the firm.

The Public Elevator & Milling Company, recently incorporated at Indianapolis, Ind., has made the announcement that it will build a grain elevator there of 500,000 bushels' capacity. The Thompson



Mill at Edinburg has been taken over by the elevator and milling concern and will be overhauled, the capacity being increased to 500 barrels flour daily.

A flour and grain exchange is to be opened at Alert, Ind., on April 1 by Samuel and John Kelly.

Efforts are being made to organize a farmers company at Chase (mail Boswell), Ind., to buy the elevator there and operate same.

The elevator at Fox (mail to La Fontaine), Ind., has been purchased by J. C. F. Martin. Mr. Martin now owns elevators at Fox, LaFontaine and Treaty.

The purchase of the Geo. Ream Elevators at Larwill, near Columbia City, Ind., is under consideration by the Larwill Farmers' Stock & Grain Company. The directors of the firm are: S. F. Trembley, Oliver Long, G. Schuman, Milo Snodgrass, G. Thompson, Geo. E. Rush, John Kelly and Harry Kitson.

## OHIO AND MICHIGAN

The Moser Grain Company succeeds the Bear Grain Company at Hicksville, Ohio. The company will be conducted under the management of Ed. Moser.

Efforts are being made to interest farmers around Castalia, Ohio, in the organization of a farmers elevator company. No definite plans have as yet been made.

Wm. M. Banning and others have incorporated at Mt. Vernon, Ohio, as the Century Grain Company. The capital stock of the company amounts to \$60,000.

The Bowersville Elevator Company was incorporated at Bowersville, Ohio, capitalized at \$20,000. D. L. Earley, A. B. Lewis, Clyde Huffman and A. E. Jones are interested.

Articles of incorporation were filed by C. D. Murray and others at Brighton (r. f. d. Wellington), Ohio, as the Brighton Farmers Elevator Company. Capital stock is \$15,000.

H. A. Sell, E. H. Pahl, Guy Yeagley, J. J. Mack and F. H. Gipe have filed incorporation papers at Ney, Ohio, as the Ney Co-operative Grain Company. Its capital stock is \$25,000.

H. P. Clark, Karl Heckelman, Henry Wikel, L. C. Meyers and D. E. Williams have incorporated at Shinrock, Ohio, as the Shinrock Elevator & Supply Company. Its capital stock is \$30,000.

Capitalized at \$25,000 the Kipton Elevator Company was incorporated at Kipton, Ohio. The incorporators are: Claude Searle, F. E. Sharp, L. G. Bates, O. B. Huene and A. W. Davidson.

Attempts are being made to organize a Farmers Co-operative Elevator Company at Delaware, Ohio. The company when organization has been completed will conduct a grain elevator there.

Walter B. Lee, L. Piper, G. F. Bursley, Cortland Marshall and Frank Rowland are the incorporators of the Rochester Farmers Elevator Company of Rochester, Ohio. The organization is capitalized at \$15,000.

Capitalized at \$20,000 the Gallup Co-operative Grain Company was incorporated at Gallup (r. f. d. Hamler), Ohio. M. Hayes, G. S. Tawney, J. H. Bishop, A. L. Mowery and O. Hashberger are interested.

Cook & Stayman took possession of the Bayman Elevator at Larue, Ohio, on February 20. The plant will be operated under the management of Jas. E. Stayman, formerly of the St. Paris Grain Company.

The Fostoria Farmers Elevator Company has purchased the Fostoria Mills, Fostoria, Ohio. The elevator company will make numerous improvements, bringing the plant up-to-date in every particular.

The Central Erie Supply & Elevator Company, which operates at Prouts' Station, near Sandusky, Ohio, has made plans for increasing its capital stock and enlarging the capacity of its plant to 11,000 bushels.

Negotiations were closed between August Franke and the Fostoria Farmers Elevator Company for the former's piece of property at Tiffin, Ohio, which adjoins the elevator company's house. The consideration was \$23,000.

Plans have been completed for purchasing the business of Long, Cobb & Co., at Ainger (mail Olivet), Mich., by a group of men organized into a co-operative company. The property includes a grain elevator, hay, feed, wool, lumber, etc., business.

A farmers co-operative company has been incorporated at Ashley, Ohio. Capital stock is \$10,000. Guy Shoemaker, W. Holt, John Hanson and G. Dennis are the organizers. The firm will handle grain, feed, seeds and also conduct a general milling business.

Bennett & Hammond have sold the West End Elevator at McComb, Ohio, to B. B. Brumley and O. L. Todd. Possession is to be given the new owners on April 1. Mr. Todd has been in the grain business for a number of years and has been

manager of the Shawtown Grain Company since it was incorporated.

The elevator of Cruikshank & Co., at Prairie Depot, Ohio, has been purchased by the Prairie Farmers Elevator Company.

The Peden Bros. of Hollansburg, Ohio, have purchased the grain elevator at Manchester, Ohio. Possession was given on February 15.

Farmers in the neighborhood of Vanburen, Ohio, have made plans for the erection of a grain elevator at that place to be conducted on a co-operative basis.

A co-operative elevator company is being organized at Delta, Ohio, by farmers. The company, after organization is completed, will handle hay, grain, seeds, etc.

A third interest in the grain and coal business at Bellefontaine, Ohio, has been purchased from Keller & Gebby, operators, by J. H. Kinnan, who has been with the Belle Center Hay & Grain Company since his discharge from the army several months ago.

C. F. Rumbaugh, W. E. Leeper, L. B. Sterling, L. A. Green and E. E. Armstrong have incorporated at Fredericksburg, Ohio, as the Fredericksburg Equity Company. The company will build a grain elevator and handle farm machinery. The capital stock of the firm is \$25,000.

Plans are practically completed for the organization of an elevator company at Union, Ohio, to operate as the Stillwater Grain Company. The company will operate a grain elevator there on the co-operative basis, and is capitalized at \$15,000. B. F. Studebaker is interested.

Negotiations were recently closed between the Tyler Grain Company, the A. G. Smith Milling Company, Mr. Myers and several other men and the Heisler Bros. of Willard (r. f. d. Steuben), Ohio, whereby the latter's elevator and business became the property of the other parties. Possession is to be given on April 1.

## IOWA

A new elevator may be built at Harper, Iowa, in the near future.

Business is soon to be started at Rockwell, Iowa, for the Rockwell City Elevator Company.

The Osage Grain & Supply Company of Osage, Iowa, has changed to a co-operative company.

A. A. Cook's business at Woodward, Iowa, has been purchased by the Stokely Grain Company.

The Farmers Elevator Company of Aurelia, Iowa, is succeeded in its business by the Lane-More Company.

Farmers around Cedar Falls, Iowa, have decided to build a concrete elevator costing from \$12,000 to \$15,000.

The elevator conducted at Fayette, Iowa, by L. H. Metzgar has been sold by him to Jas. Richards and Wm. Brown, who will operate it now.

The capital stock of the West Bend Farmers Elevator Company of West Bend, Iowa, has been doubled. The stock now amounts to \$20,000.

A site has been purchased by Jacob Weiss & Sons at Denison, Iowa, upon which they expect to erect a large concrete elevator and seed house.

The grain and elevator business of the Gault Bros. at Creston, Iowa, has been sold to the Farmers Co-operative Club which was recently incorporated there.

The Farmers Lumber & Grain Company has been incorporated to operate at Schleswig, Iowa. The capital stock of the firm will be from \$40,000 to \$50,000.

T. Miller is president of the Farmers Grain & Mercantile Company which was recently incorporated at Tennant, Iowa. Its capital stock amounts to \$25,000.

The Farmers Mercantile Company of Red Oak, Iowa, has made plans for entering the grain business there and will either buy or build a grain elevator there.

Farmers in the vicinity of Deloit, Iowa, have made plans for the organization of a company which will build and operate a grain elevator on the co-operative basis.

The elevator at Wilton (Wilton Junction p. o.), Iowa, owned by the Stockdale & Mack Company has been sold by it to F. E. Kaufman. Consideration was \$6,200. Herman Jipp is manager.

The Burrell Engineering & Construction Company has the contract for drawing the plans and specifications for the elevator to be built by the Terminal Grain Corporation at Sioux City, Iowa, this year.

The elevator of the Trans-Mississippi Grain Company at Mondamin, Iowa, has been sold to an organization composed of farmers. Mr. Beaman is manager. The elevator is to be remodeled in the near future.

A farmers elevator company has been formed at Grundey Center, Iowa, for the purpose of conducting business on the co-operative basis. L. M. Hawn

is president; D. Lynn, secretary; J. Clyde Smith, director of the company.

The offices of the Clark-Brown Elevator Company at Nevada, Iowa, which burned, are to be rebuilt.

## MINNESOTA AND WISCONSIN

W. F. Allen & Co. are no longer in the grain and seed business at Livingston, Wis.

Plans are progressing for the organization of a farmers elevator company at Stephen, Minn.

The elevator at Renova, Minn., has been purchased by the Renova Lumber, Coal and Grain Company.

The old E. A. Brown Elevator at Ellsworth, Minn., has been purchased by James Egan. He is now operating the elevator.

A modern elevator of 25,000 bushels capacity is to be built at Ivanhoe, Minn., for the Farmers Independent Elevator Company.

An addition is to be built at Amherst, Wis., for the Farmers Elevator Company. The firm will also install an electric light plant.

If plans of the farmers in the vicinity of Red Lake Falls, Minn., materialize, a grain elevator will be built at Hilltop Station near there.

Plans have been completed by the Farmers Equity Board for the erection of a grain elevator at Altoona, Wis.

The Farmers Elevator Company of Montevideo, Minn., has plans under consideration for the construction of a large new elevator there this year.

The Hanson & Barzen Elevator property at Holt, Minn., has been purchased by the Holt Farmers Elevator Company. The consideration amounted to \$3,750.

The Kurth Company of Columbus, Wis., sold its elevator to William Mair and Robt. Caldwell of Morrisonville. The latter will in the future conduct the elevator.

C. A. Lane, T. V. Sullivan and J. B. Sullivan have filed incorporation papers as the Producers Elevator Company of St. Paul, Minn. Capital stock of the firm is \$50,000.

A farmers elevator company is to be organized at Grand Meadow, Minn. The company when organization is completed will either build or buy a grain elevator and conduct same.

The G. W. Van Dusen Elevator at Taunton, Minn., has been closed down. W. J. Monghan resigned his position as manager of the elevator. The plant, however, will be reopened in the fall.

H. J. Hellerud, John Hanson, K. O. Gaasedalen and S. O. Rudingen are the directors of the new farmers elevator company which was recently organized at Nerstrand, Minn. Its capital stock is \$20,000.

A new 20,000-bushel elevator will be erected at Middle River, Minn., by a company which will be organized there. John Nordlum, W. L. Keil and E. J. Evans are the organizers of this proposed company.

Plans are under consideration by farmers around Dundas, Minn., for the organization of a co-operative elevator company there. Frank Emery, Henry Siemers, Roy Hoover and others are among those interested in the proposition.

Farmers around De Soto, Wis., have made arrangements to build a grain elevator. The capital stock of the company is to be \$25,000. R. W. Marsden, J. W. Vivrett, E. C. Edgar, A. C. Valle, A. O. White and E. W. Green are interested.

A co-operative elevator company has been organized at St. Vincent, Minn., and has made plans for purchase of the St. Anthony & Dakota Elevator and the Sultan Elevator. W. N. Gamble is president; John Duff, vice-president; Otto Thorson, treasurer and H. W. Davis, secretary. The capital stock of the firm is to be \$50,000.

## ILLINOIS

The Griffith Bros. Company has sold its Brownstown, Ill., elevator to the Farmers Equity.

Farmers around Donnellson, Ill., have organized and will probably install an elevator there.

Farmers around Owaneco, Ill., have made attempts to organize a grain elevator company.

A 75,000-bushel elevator has been constructed at Decatur, Ill., for the Tabor Co-operative Company.

The Farmers Elevator Company of Kewanee, Ill., has increased its capital stock from \$15,000 to \$30,000.

Work has been completed on the new 75,000-bushel elevator of the Tabor Co-operative Company of Tabor, Ill.

The capital stock of the Farmers Elevator Company located at Tampico, Ill., has been increased from \$10,000 to \$30,000.

Geo. F. Dunn, John W. Cooper, E. E. Naber, Claude C. Alkan and A. S. Lytle have incorporated at Byron, Ill., as the Byron Stock Feeding & Manu-



facturing Company. The company will handle grain, livestock and produce.

An elevator at Rossville, Ill., has been purchased by B. E. Morgan, manager of the Farmers Grain Company at Bloomington, Ill.

The business at Utica, Ill., conducted by the Utica Elevator Company, is hereafter to be conducted on a co-operative basis.

A grain elevator company is to be organized at Shawneetown, Ill., for the purpose of erecting a \$50,000 modern elevator there.

A farmers elevator company is to be incorporated at Anderson (mail to Chandlerville), Ill. The company will erect a grain elevator.

The McDaniel Milling Company may build a new grain elevator at Carthage, Ill. The plant will most likely be of concrete construction.

The Daum (mail to Carrollton), Ill., elevator of the Advance Mill & Elevator Company has been sold to the Farmers Grain Company.

A new office and warehouse is to be built this spring at Niantic, Ill., for the Niantic Farmers Elevator Company. G. W. Morrisson is manager.

Farmers in the vicinity of Eldorado, Ill., have made plans for the construction of a \$20,000 elevator there to be conducted on the co-operative plan.

Chas. S. Clark has purchased for \$18,000 the elevator at Millersville, Ill., from J. J. Connerly. The Clark Bros. are to take immediate possession.

Farmers around Sycamore, Ill., have organized as the Sycamore Farmers Company and will build and operate an elevator there. Its capital stock is \$25,000.

The Bement Grain Company of Bement, Ill., will in the future operate on a co-operative basis; it has increased its capital stock from \$20,000 to \$30,000.

The Fidelity Co-operative Grain Company has been incorporated by Fidelity Township farmers and will operate at Fidelity, Ill. Its capital stock amounts to \$12,000.

M. A. Denton, I. F. Hurst, Geo. Boubreau, Robt. M. Woods and others have incorporated at Momence, Ill., as the Momence Farmers Elevator Company. Its capital stock is \$15,000.

The Farmers Elevator Company has purchased the T. D. Hanson Elevator at Villa Grove, Ill. Possession is to be given on March 15. Mr. Hanson was obliged to retire because of ill health.

The capital stock of the Farmers Co-operative Elevator Company at Dundee, Ill., has been increased to \$25,000. The firm has purchased the feed, coal and lumber business of Westerman & Schmeltz.

A co-operative company is to be formed at Pawpaw, Ill., by the farmers of Wyoming Township. The company will be incorporated for \$50,000. The firm will establish elevators at Pawpaw and Roxbury.

The Hales & Edwards Company has purchased from the Northwestern Malt & Grain Company the large warehouse and elevator property at Chicago, Ill., for \$300,000. The plant includes 2.18 acres of land.

C. N. Fank and R. W. Dobler of Nora, Ill., are the new proprietors of the grain, feed, etc., business of J. T. Walton at Galena, Ill. They have leased the Walton Elevator and will take possession on April 1.

John J. Murphy, H. L. Vancil, R. Beaty, Wm. F. Langen and G. J. Bronaugh have incorporated at Morrisonville, Ill., as the Morrisonville Farmers Co-operative Company. The capital stock is \$20,000.

E. E. Bernard, Geo. Bernard, Leo. J. Dondanville, J. E. Kimber, Arthur Ness and E. R. Dudgeon have incorporated at Serena, Ill., as the Co-operative Grain & Supply Company. Its capital stock is \$30,000.

Articles of incorporation have been filed at Emden, Ill., by the Union Grain & Lumber Company. Capital stock amounts to \$14,000. Chas. B. Bowles, S. C. Carmahan and Geo. G. Walker are interested.

Incorporation papers have been filed at Crescent City, Ill., for the Crescent City Farm Elevators. The capital stock of the firm is \$15,000. Fred G. Nightingale, P. A. Hatwood, Theodore Rake and Thos. J. Labounty are interested.

The contract has been let by E. J. Finley for the erection of a 25,000-bushel elevator at Hudson, Ill., replacing the old plant which is to be torn down. The plant will consist of six bins, cribbed and iron clad, two legs and a motor plant.

Farmers around Hillsboro, Ill., have organized grain elevator company and will build a concrete elevator on the Big Four Railroad. The company is capitalized at \$20,000. H. G. Patterson, Earl Blackburn, Geo. Frame, J. G. White, Lester Paden and Jas. W. Cress are interested.

Farmers around Alhambra, Ill., are interested in the erection of a grain elevator at that place which will be conducted on the co-operative plan. They will operate as the Alhambra Grain & Feed Com-

pany; capital stock is \$125,000. Aug. Gerbig is chairman; A. Wetzel, secretary; P. Farrell, H. Suhre and John Grossenheider are directors.

The Troy (Ill.) Grain Company has been organized by farmers in the neighborhood of Edwardsville and Troy, Ill., capitalized at \$25,000. A concrete elevator of 125,000 bushels' capacity is to be built at once. John Berhardt is chairman and William P. Wettman is secretary of the Board.

J. C. South, F. Wilson and E. E. South have incorporated at Knoxville, Ill., as the South Grain, Lumber & Supply Company. The capital stock of the firm amounts to \$100,000. The firm succeeds the J. C. South Grain Company and operates elevators at Surrey, Cameron, Ormonde, Saluda, Monmouth and Galesburg.

W. N. Walters & Co., of Sabina (Monarch p. o.), Ill., are interested in the erection of a grain elevator of 7,000 bushels' capacity. The plant is modern in construction covered with galvanized iron and equipped with two elevator legs, a 2,250-bushel modern automatic scale, a 10-ton wagon scale and with electric motors.

For the purpose of dealing in grain and coal, the Taylorville Farmers Grain Company has been organized at Taylorville, Ill., capitalized with stock of \$15,000. J. J. Achenbach, John McClugan, L. Tolliver and others are interested.

## SOUTHERN AND SOUTHWESTERN

A new \$20,000 elevator is to be built at Muskogee, Okla., by J. W. S. Bower.

The Weathers Grain Company operating at Greenville, Texas, has been dissolved.

A four tank tile elevator will be built at Burlington, Okla., for the Burlington Grain Company.

The Amarillo Mill & Elevator Company of Amarillo, Texas, has been purchased by Tom Ditto.

G. A. Jackson has sold his grain and implement business at Henrietta, Texas, to W. J. Mangum.

A new engine is being installed in the elevator of the Farmers Grain & Elevator Company at Saltfork, Okla.

The stockholders of the Grandfield (Okla.) Elevator Company has filed a petition asking that it be dissolved.

A corn shelling plant was recently installed at Fort Smith, Ark., by the Hayes Grain & Commission Company.

A 100,000-bushel rice elevator is to be constructed at Hickory Ridge, Ark., by the Hickory Ridge Elevator Company.

Jay Douglas of Cordell, Okla., has made arrangements to engage in the grain elevator business at Nortonville, Kan.

The Randalls & Grubb Elevator at Helena, Okla., is being torn down. The plant will be replaced by another modern plant.

A. W. Discher has purchased his partner's interest in the grain and feed business at Wylie, Texas. H. W. Lawrence is no longer interested.

Capitalized at \$30,000 the Sheppard Grain Company has been incorporated at Blytheville, Ark. E. E. Sheppard, C. E. Crigger and R. E. Ross are interested.

Capitalized with stock of \$50,000 the Sour Lake Grain Company has been incorporated at Sourlake, Texas. B. C. Miller, S. E. Josey and others are interested.

The L. O. Street Grain Company has opened for business at Vici, Okla., in the elevator of the Vici Grain Company. The main office of the firm is at Woodward.

Capitalized at \$33,000 the Columbia Grain Company has been incorporated at Columbia, Texas. The incorporators are: J. E. Josep, R. O. Miller and A. E. Josey.

On March 1, the Wilson Grain Company opened for business at Coleman, Texas, in the Wilson Building. The company handles grain, hay, seed, both wholesale and retail.

The Texas Grain & Milling Company has been incorporated at Houston, Texas, capitalized at \$5,000. The incorporators are: J. M. Peters, C. P. Bergeron and P. L. Roselle.

S. A. Marshall, Guy Marshall and P. L. Jacobson have incorporated at Oklahoma City, Okla., as the Marshall-Jacobson Grain Company. The organization is capitalized at \$25,000.

Capitalized with stock amounting to \$20,000 the Farmers Elevator Company has been incorporated at Lahoma, Okla. C. W. Brandhorst, D. A. Becker and R. E. Graf are interested.

Incorporation papers were filed at Ringwood, Okla., as the Farmers Elevator Company by Lloyd Hays, A. J. Wright and Wm. Stone. The capital stock of the firm amounts to \$10,000.

K. S. Campbell is president; C. L. Campbell, secretary and treasurer, and John Clifford, director of the Campbell Company which was recently incorporated at Little Rock, Ark., capitalized with stock

of \$5,000. The company will handle grain, hay, cottonseed, foodstuffs, etc.

The capital stock of the Durrett Flour & Grain Company of Fort Smith, Ark., has been increased from \$20,000 to \$50,000.

Ground, it is claimed, has been purchased at Enid, Okla., upon which will be built a terminal elevator costing \$500,000 and with a capacity of 1,500,000 bushels.

An interest in the Linton Grain Company at Chickasha, Okla., has been purchased by J. H. Snyder. He has been connected with the Chickasha Milling Company for 12 years.

The property of the Ashdown Grain Company at Ashdown, Ark., has been sold by R. M. Price to G. C. and J. B. Cobb. They will continue the business under the name of the Cobb Grain Company.

J. M. Trenholm, W. P. Battle, Robt. Ruffin, E. R. Turley and C. O. Beeker have filed articles of incorporation at Memphis, Tenn., as the Mississippi Elevator Company. Its capital stock is \$50,000.

Incorporation papers have been filed by the Interstate Grain Company of Fort Smith, Ark., which was organized some time ago. The firm is capitalized with stock of \$30,000. Directors are: J. F. Fair, C. Wenderoth, William C. Lovely, H. C. Osborne and Eugene Davidson.

The Columbia Grain and Produce Company of Columbus, S. C., has been reorganized and capital stock increased from \$25,000 to \$100,000. The firm will in future handle flour, meal, corn, oats, feeds, etc. Edwin F. Lucas is president and G. B. Bundrick, manager.

## MISSOURI, KANSAS AND NEBRASKA

The I. C. Roelofson Elevator at Barnard, Mo., has been purchased by John A. Fields.

A large grain elevator may be constructed at Sand Springs (near Abilene), Kan.

The Farmers Co-operative Company has completed its new elevator at Elsberry, Mo.

Possibly a co-operative elevator will be built at Odessa, Mo., for the Odessa Farm Club.

The Shannon Elevator at Amity, Mo., has been taken over by Thos. Harris and T. Payne.

F. J. Lund has sold his business at Lasita, Kan., to the Lund Grain & Mercantile Company.

The Farmers Grain Association has completed a 53,000-bushel grain elevator at Benedict, Neb.

The elevator at Osmond, Neb., owned by Coleson Holmquist Company of Wausau is to be rebuilt.

A grain elevator is to be erected at Bowling Green, Mo., for the Farmers Equity Exchange.

Farmers in the vicinity of Eureka, Kan., are interested in the construction of an elevator there.

The Lawrence Mill & Elevator Company of Lawrence, Kan., is building new storage elevator there.

Two 25,000-bushel concrete tanks are to be built at Junction City, Kan., for the Hogan Milling Company.

The C. Woodruff Elevator and business located at Kimbal, Kan., has been taken over by Thomas Wells.

The capital stock of the Farmers Elevator Company at Douglas, Neb., has been increased 100 per cent.

Farmers in the vicinity of Hunnewell, Mo., are organizing for the purpose of building a grain elevator.

The Farmers Elevator Company of Chase, Kan., which burned is to be rebuilt. D. J. Razlaff is manager.

A grain elevator may be erected at St. Louis, Mo., for the Valier-Spies Milling Company of St. Louis, Mo.

A modern elevator is to be constructed in the near future at Hardy, Neb., replacing the plant which was torn down.

Farmers around Versailles, Mo., have organized, capitalized with stock of \$25,000. The company will erect an elevator.

The engine room of the Marceline Elevator Company at Marceline, Mo., is being remodeled into a machinery warehouse.

The Topeka Flour Mills Company has arranged for the erection of an addition to its corn plant and elevator at Topeka, Kan.

A storage elevator is to be built at York, Neb., for the York Milling Company. Other improvements will also be made.

The Aunt Jemima Mills Company of St. Joseph, Mo., has purchased the elevator at Wilson, Kan., which was formerly owned by J. B. Geis.

The wholesale grain business of E. L. Rickel at Salina, Kan., has been re-assumed by him. He was recently released from military service.

With J. M. Rose as its president, R. W. Vance as secretary, and E. M. Shart, treasurer, the Southwestern Grain Company at Hutchinson, Kan., has been reorganized. The company discontinued busi-



ness last fall and has disposed of all of its elevators with the exception of those located at Howell, Gibson and Ely.

A grain drier of 12,000 bushels' capacity per 24 hours has been installed in the plant of the Wichita Terminal Elevator at Wichita, Kan.

The White Elevator at Wilber, Neb., has been purchased by the Farmers Union. The plant has been owned by the Central Granaries Company.

The plant of the Grant Equity Exchange at Grant, Neb., has been made practically fireproof by covering the sides of the elevator with corrugated iron.

The Farmers Elevator Company of Bunceton, Mo., may tear down its elevator and replace with modern house of steel and concrete construction.

The Elder & Duvall Elevator and feed business at Lowry City, Mo., has been purchased by the Farmers Grain Elevator Company. M. Cooper will be manager.

The Farmers Feed & Supply Company has been formed at Maryville, Kan., with John W. Airy as manager. The company will handle grain, feed, etc.

A modern \$10,000 grain elevator will be constructed at Bucyrus, Kan., for the Farmers Co-operative Association. The grain elevator will be iron clad.

The Peterson Elevator and the Osceola Flour Mill, Osceola, Neb., have been purchased by Peter Nelson of Basset, Neb. Possession was given on March 1.

The E. S. Max Elevator at Union, Mo., is to be enlarged by the erection of a new addition. Machinery for manufacturing cornmeal is to be installed.

Efforts are being made to interest capital in the construction of a modern grain elevator at Elwood, Mo. The Elwood Farm Club is promoting the enterprise.

Capitalized at \$15,000 the Andale Grain & Supply Company has been incorporated at Andale, Kan. The incorporators are Andrew Bogan, H. J. Petsger and others.

In the future the Farmers Elevator Company of Hubbell, Neb., will conduct only a grain and feed business. It has voted to dispose of its lumber and coal business.

A reinforced concrete elevator of 45,000 bushels' capacity and costing \$25,000 is to be built at Clarkson, Neb., for the Farmers Union Co-operative Supply Company.

J. O. Reynolds, H. Ray Rutherford and L. S. Jacobs have incorporated at Shook, Kan., as the Farmers Co-operative Grain & Mercantile Union. Its capital stock is \$20,000.

The Oakdale Milling Company will erect a grain elevator at Oakdale, Neb. The plant will be modern in construction and will have a capacity of 40,000 bushels.

The Farmers Co-operative Grain Company of Scribner, Neb., will erect a 75,000-bushel elevator there. The R. M. Van Ness Construction Company has the contract.

An additional story is to be built to the warehouse of the Newton Milling & Elevator Company of Newton, Kan. The addition is to be of brick and wood, 40x80 feet.

Wm. Lamar, C. J. Frazier, Ed Bolich and B. Ford have incorporated at Long Pine, Neb., as the Long Pine Farmers Co-operative Company. Its capital stock is \$95,000.

The Mills & Arnold Lumber Company has sold its elevator at Gibbs, Mo., to the Adair County Farm Clubs of Kirksville. He will move the elevator to the latter town.

The capacity of the plant of the Farmers Elevator Company at Minneapolis, Kan., is to be increased to 25,000 bushels. The present capacity of the plant is 10,000 bushels.

The Fayette Mill & Mercantile Company of New Franklin, Mo., has started work in its new elevator. The plant is 30x30 feet and 109 feet high with a capacity of 25,000 bushels.

The Farmers Elevator Company of Tarnov, Neb., has reorganized and will operate on the co-operative basis. The capital stock of the firm has also been increased to \$75,000.

An elevator at Nortonville, Kan., has been purchased by Jay Douglas of Cordell, Okla. He was for a number of years with the Oklahoma City Mill & Elevator Company at Cordell.

The Rock Grain Elevator Company of Spearville, Kan., has applied for a permit to erect a new building on the site of the old wooden structure. The new building is to be covered with galvanized iron.

Burrell Engineering & Construction Company of Chicago, Ill., has contract for the erection of the new 10,000-bushel concrete grain elevator of the Farmers Co-operative Association at Bushnell, Neb.

The capital stock of the Lebanon Mill & Elevator Company at Saxman, Kan., has been increased to \$150,000. The company will also increase the

capacity to 130,000 bushels. The addition is to be built at once. S. M. Lewis is manager.

The Wright-Leet Grain Company's elevator at Hallam, Neb., has been purchased by the Farmers Elevator, Feed, Flour & Coal Company.

The Caney Grain Company's elevator at Caney, Kan., has been purchased by A. D. Young of Nowata, Okla. The plant has a capacity of 16,000 bushels.

T. B. Lukens and W. Soule have made plans for the construction of a grain elevator, flour and corn mill at Madison, Kan. The elevator will have a capacity of 15,000 bushels.

M. Fugett's interest in the Elder Grain & Coal Company and the Artesian Ice Company of Albany, Mo., has been purchased by Paul Elder. He will hereafter conduct the business and has changed the name to the Elder Coal & Ice Company.

The Troy Grain Company was recently incorporated at Troy, Mo., for the purpose of building and conducting a grain elevator. A concrete grain

elevator is to be built at once. The company's capital stock amounts to \$25,000.

The Farmers Elevator Company has taken possession of the elevator of the Gypsum Valley Grain Company of Gypsum, Kan.

Ed. Williams, L. Stevens, A. F. McClanahan and Geo. Ross have incorporated as the Farmers Elevator Company at Sabetha, Kan., and will either build or buy an elevator. The company's capital stock is \$15,000.

A 20,000-bushel elevator is to be erected at Manhattan, Kan., for the Farmers Union. Machinery for manufacturing corn, oats, barley, kaffir, etc., is to be installed. The bins will be of cement and steel construction.

Chas. Oswalk, L. A. Crabtree and others are interested in the organization of a company at Rockport, Mo., capitalized at \$10,000. The company will own and operate a grain elevator, warehouse and stockyards there.

## FIRES-CASUALTIES

Keene (r. f. d. Hawley), Minn.—Fire recently destroyed the elevator of the Nebraska & Iowa Grain Company.

Griswold, Iowa.—The Kirshchner Elevator burned entailing the loss of 2,500 bushels oats and barley. Loss amounted to \$75,000.

White Earth, N. D.—Serious damages were done to the elevator of the Imperial Elevator Company at White Earth, N. D., when the engine of a train crashed into it.

Omaha, Neb.—The State Line Elevator occupied by the E. Stockham Grain Company burned. Only a small amount of corn was contained in the elevator at the time of the blaze.

Orleans, Mich.—Robertson & Peterson's elevators, wheat and bean, were destroyed by fire with a loss of \$6,000. Large quantities of beans and many bushels of wheat were destroyed.

Alexis Junction (mail Norwood), Ill.—Fire destroyed the elevator at this point. Ed. C. Boogs was owner of the plant. Some insurance was carried. The origin of the blaze is unknown.

Saint Louis, Mo.—Last month the account was published of a fire in the plant of the Shisler-Corneli Seed Company. We have been advised by this company that this report was an error and that no fire occurred anywhere near the plant.

Port Arthur, Ont.—The old wooden warehouse of Elevator "B" of the Canadian National Railways at Port Arthur was recently burned to the pile tops. The building was being torn down by the Bridge and Building Department of the railway company

and the job was just half completed for the fire. The loss of material is said to have been very light. The origin of the fire is unknown.

Ord, Neb.—Damages of \$125,000 was done by fire to several pieces of property in this city including the plant of the Farmers Grain & Supply Company.

Bowdon, N. D.—Occident Elevator burned on March 4. The fire is believed to have been started by an overheated stove. Several thousand bushels wheat were partly destroyed. Property was covered by insurance.

Brighton Sta., Boston, Mass.—The building leased by Ogden & Thompson was burned causing a loss of \$1,700. The building contained 60 tons hay, 18 tons rice, 30 tons oats, and a considerable quantity of straw; all of which was a total loss.

Chicago, Ill.—Fire destroyed the building occupied by the William Herely Company, grain and feed dealers at 315 W. Chicago Ave., on March 7. Sixteen horses were burned to death during the conflagration. The cause of the blaze is unknown.

Chase, Kan.—Fire destroyed the Farmers Elevator here on February 25, including one car seed oats, one car of corn, 200 bushels wheat, valued at \$2,800. Origin of fire unknown. The plant will be rebuilt at once. D. J. Razlaff is manager.

Minneapolis, Minn.—On February 26, the Diamond Elevator at this point burned. It was formerly owned by E. S. Woodworth & Co., and was turned into a screenings grinding plant some time ago by the Viehman Grain Company. A dust explosion is said to have caused the fire. Loss amounted to \$90,000.

## OBITUARY

ARCHIBALE.—Paralysis caused the death of R. J. H. Archibale, who for more than 50 years has been doorkeeper and custodian of the Cincinnati Chamber of Commerce. He was presented recently with an honorary membership in the Chamber of Commerce.

BROOKS.—T. Wallace Brooks died at his home in Atlanta, Ga. He was a member of the feed and flour dealers of T. H. Brooks & Co. Blood poisoning was given as cause for his death.

DAY.—Harry L. Day died at the age of 51 years at New York City. He had been identified with the grain trade since his youth and for years was associated with the old firm of Sawyer, Wallace & Co. Later on he was connected with Maguire & Jenkins.

GRIFFIN.—Following an attack of Spanish influenza, Meade E. Griffin died at his home in Hartford, Conn., from pneumonia. Mr. Griffin was vice-president of the Hartford Hay & Grain Company of Hartford. About 20 years ago he became associated with Smith-Northam & Co. of Hartford and remained with them until he with others incorporated the Hartford Hay & Grain Company about 10 years ago.

LA GRANGE.—Isaac La Grange, a pioneer grain man and miller, died at Kansas City, Kan., recently at the age of 90 years.

MILLIGAN.—After an illness lasting 10 days, David Milligan of Jefferson, Iowa, died on February 13. He was one of the first directors of the Western

Grain Dealers Association. Further details are to be found concerning Mr. Milligan elsewhere in this issue.

GROESCHEL.—Aged 71 years, John Groeschel died at his home in Kewaskum, Wis. He was a member of the firm of L. Rosenheimer Malt & Grain Company.

MAHLER.—Fred E. Mahler was found dead at his home in Minneapolis, Minn. He had been shot through the mouth. The verdict of accidental death was returned by the coroner's jury. Mr. Mahler was manager for the St. Paul office of C. E. Lewis & Co.

MOSER.—Early during the month of February, J. L. Moser, senior member of Moser, Frisinger & Sons of Rockford, Ohio, passed away at his home in that city.

M'INTYRE.—Chas. A. McIntyre was killed when caught between the belt and drum in the shelling room of the elevator of the Murphy Grain Company at Bates (r. f. d. Loami), Ill., where he was manager.

OSBORNE.—On February 23, R. E. Osborne of the Osborne-McMillan Elevator Company died at his home in Minneapolis, Minn.

PAYETTE.—On February 19, P. E. Payette died at his home in Cohoes, N. Y. He was a grain dealer and feed manufacturer, well-known throughout eastern New York.

POGUE.—Aged 60 years, Henry E. Pogue died at Maysville, Ky. He had been suffering from the effects of a stroke of paralysis for some time.



# THE AMERICAN ELEVATOR AND GRAIN TRADE

Thirty-Seventh Year

**SMITH.**—William W. Smith died suddenly at his home in Philadelphia, Pa., during the early part of February. Mr. Smith had for 21 years been a grain operator on the Bourse and was well known to members of the Commercial Exchange. Widow, two daughters and a son survive him.

**STRONG.**—On February 18 Bert Strong of the Strong Grain & Coal Company of Conway Springs, Kan., died at his home aged 46 years. He had been in business at Conway Springs for 20 years.

**VANDERGRIFT.**—On February 14, Benj. F. Vandergrift died at his home in Germantown, Philadelphia, Pa. He was a member of the hay and grain firm, Vandergrift Bros. Also for a number of years he had been a member of the Commercial Exchange of Philadelphia.

**WHEELER.**—Geo. A. Wheeler died recently at his home in Chicago, Ill. He was a veteran member of the Chicago Board of Trade. Mr. Wheeler was 82 years at the time of his decease. His four children survive him.

**WILL.**—B. P. Will died on February 8 from pneumonia at his home in Osceola, Wis. For 15 years he had been manager of the elevator and office of the Osceola Mill & Elevator Company.

## RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at the leading terminal markets in the United States for the month of February:

**BALTIMORE.**—Reported by James B. Hessong, secretary of the Chamber of Commerce.

	1919	1918	1919	1918
Wheat, bus.	1,151,324	609,739	726,076	538,640
Corn, bus.	161,087	264,761	5,848	417,814
Oats, bus.	263,878	421,954	318,593	1,114,898
Barley, bus.	176,636	4,045		
Rye, bus.	28,501	359,596	559,883	461,052
Hay, tons.	3,891	5,053	2,050	1,122
Flour, bbls.	261,712	244,801	230,691	210,479

**CHICAGO.**—Reported by John R. Mauff, secretary of the Board of Trade:

	1919	1918	1919	1918
Wheat, bus.	2,812,000	363,000	627,000	111,000
Corn, bus.	3,714,000	10,553,000	1,964,000	2,612,000
Oats, bus.	4,346,000	8,733,000	3,493,000	4,073,000
Barley, bus.	2,052,000	1,805,000	1,359,000	562,000
Rye, bus.	1,181,000	185,000	11,000	83,000
Timothy Seed, lbs.	2,234,000	2,242,000	3,178,000	2,049,000
Clover Seed, lbs.	1,002,000	1,688,000	1,139,000	1,923,000
Other Grass Seed, lbs.	1,184,000	3,254,000	1,179,000	933,000
Flax Seed, bus.	76,000	34,000	1,000	1,000
Broom Corn, lbs.	1,208,000	1,422,000	790,000	660,000
Hay, tons.	19,082	26,920	2,974	5,928
Flour, bbls.	390,000	851,000	199,000	744,000

**CINCINNATI.**—Reported by D. J. Schuh, executive secretary of the Grain & Hay Exchange:

	1919	1918	1919	1918
Wheat, bus.	96,750		145,125	
Corn, bus.	168,300		166,100	
Oats, bus.	206,400		203,200	
Barley, bus.	60,000			
Rye, bus.	12,000		13,200	
Feed, All Kinds, tons	2,040			
Hay, tons.	9,911			
Ear Corn, bus.	33,600			

**DETROIT.**—Reported by M. S. Donovan, secretary of the Board of Trade:

	1919	1918	1919	1918
Wheat, bus.	75,000	47,000		
Corn, bus.	153,000	442,000	45,000	6,000
Oats, bus.	137,000	182,000	115,000	3,000
Barley, bus.			2,000	
Rye, bus.	17,000	34,000		

**DULUTH.**—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

	1919	1918	1919	1918
Wheat, bus.	936,282	176,382	472	180,324
Corn, bus.		61,087		6,693
Oats, bus.	16,420	12,481	34,642	22,559
Barley, bus.	22,293	43,894	27,705	69,302
Rye, bus.	369,689	9,160		27,662
Flax Seed, bus.	79,916	43,364	93,083	86,629
Flour, bbls.	47,830	71,990	40,735	71,775

**INDIANAPOLIS.**—Reported by Wm. H. Howard, secretary of the Board of Trade:

	1919	1918	1919	1918
Wheat, bus.	67,500	63,750	22,500	
Corn, bus.	1,045,000	2,620,000	588,750	560,000
Oats, bus.	678,600	1,567,800	221,400	405,000
Rye, bus.	3,750	26,250	2,500	12,500
Hay, cars.	72	160		

**KANSAS CITY.**—Reported by E. D. Bigelow, secretary of the Board of Trade:

	1919	1918	1919	1918
Wheat, bus.	1,291,950	622,350	3,875,850	145,800
Corn, bus.	1,422,500	5,617,500	1,292,500	3,392,500
Oats, bus.	1,354,500	1,536,800	1,069,500	1,144,500
Kaffir, bus.	168,300	355,000	60,000	236,000
Barley, bus.	378,000	46,500	213,200	49,400
Rye, bus.	30,800	67,100	20,900	55,000
Bran, tons.	1,460	2,480	10,840	8,760
Hay, tons.	45,624	44,124	21,948	28,392
Flour, bbls.	16,900	53,625	132,600	162,175

**NEW ORLEANS.**—Reported by Geo. S. Colby, chief inspector and weighmaster of the Board of Trade, Ltd.:

	1919	1918	1919	1918
Wheat, bus.			184,310	
Corn, bus.			60,308	962,616
Oats, bus.			301,200	3,292,032
Barley, bus.				2,090,886
Rye, bus.				102,640

**MINNEAPOLIS.**—Reported by H. J. Craig, statistician of the Chamber of Commerce:

	1919	1918	1919	1918
Wheat, bus.	5,715,020	3,506,210	1,309,090	732,550
Corn, bus.	836,940	3,294,210	614,140	1,502,190
Oats, bus.	1,882,720	3,616,250	2,341,340	3,045,150
Barely, bus.	2,148,260	3,581,450	2,852,750	1,881,220
Rye, bus.	421,440	1,097,500	239,020	659,150
Flax Seed, bus.	472,890	552,580	97,990	45,940
Hay, tons.	2,969	3,857	622	1,446
Flour, bbls.	127,990	54,139	852,005	1,046,497

**NEW YORK CITY.**—Reported by H. Heinzer, statistician of the Produce Exchange:

	1919	1918	1919	1918
Wheat, bus.	2,394,000		2,400,581	
Corn, bus.	239,400		642,011	
Oats, bus.	3,186,000		2,004,159	
Barley, bus.	328,775		1,680	
Rye, bus.	1,707,200		701,436	
Timothy Seed, lbs.			4,564	
Clover Seed, bags	1,347		9,336	
Flax Seed, bus.	5,200			
Hay, bales.	12,826			
Flour, bbls.	277,649		584,286	

**OMAHA.**—Reported by F. P. Manchester, secretary of the Grain Exchange:

	1919	1918	1919	1918
Wheat, bus.	549,600	256,800	682,800	1,248,000
Corn, bus.	1,535,800	6,604,400	1,904,000	5,233,200
Oats, bus.	1,438,000	1,598,000	1,656,000	1,248,000
Barley, bus.	298,800	227,800	408,600	61,000
Rye, bus.	83,600	106,700	64,900	78,100

**TOLEDO.**—Reported by Archibald Gassaway, secretary of the Produce Exchange:

	1919	1918	1919	1918
Wheat, bus.	190,800	72,800	116,370	154,500
Corn, bus.	49,500	181,800	83,510	31,700
Oats, bus.	334,750	564,800	281,360	206,300
Barley, bus.	9,600	18,000	8,790	
Rye, bus.	34,800	8,300	4,100	5,500
Timothy Seed, bags	9,866	4,402	6,958	2,661
Clover Seed, bags	3,842	6,107	6,328	12,134

**PHILADELPHIA.**—Reported by A. B. Clemmer, secretary of the Commercial Exchange:

	1919	1918	1919	1918
Wheat, bus.	1,096,873	485,215	1,541,565	430,361
Corn, bus.	128,028	74,822		
Oats, bus.	724,066	900,209	433,000	872,418
Barley, bus.	160,000	127,000		
Rye, bus.	561,293	61,783	404,142	18,061

**PORTLAND, ME.**—Reported by Geo. F. Feeney, traffic manager of the Chamber of Commerce:

	1919	1918	1919	1918
Wheat, bus.	1,400,111	3,297,698	1,499,605	2,453,619
Oats, bus.	123,529			
Barley, bus.		151,501		57,858
Rye, bus.		36,505		29,972
Flour, bbls.	192,792	170,573	252,903	

**ST. LOUIS.**—Reported by Eugene Smith, secretary of the Merchants' Exchange:

	1919	1918	1919	1918
Wheat, bus.	880,800	770,667	1,674,690	672,040
Corn, bus.	1,756,300	3,216,425	1,296,570	1,650,400
Oats, bus.	2,384,000	3,282,000	1,971,850	2,760,810
Barley, bus.	129,600	65,600	50,020	66,400
Rye, bus.	13,200	38,500	20,420	113,620
Hay, tons.	20,068	15,873	14,500	11,665
Flour, bbls.	154,020	285,530	240,360	530,290

**SAN FRANCISCO.**—Reported by Wm. B. Downes, statistician of the Chamber of Commerce:

	1919	1918	1919	1918
Wheat, cts.	207,548			
Corn, cts.	17,700			
Oats, cts.	10,061			
Barley, cts.	102,020			
Hay, tons.	5,182			
Flour, bbls.	87,012			

**PEORIA.**—Reported by John R. Lofgren, secretary of the Board of Trade:

	1919	1918	1919	1918
Wheat, bus.	81,600	91,200	70,800	68,400
Corn, bus.	1,368,050	4,092,600	1,050,700	1,996,905
Oats, bus.	409,050	1,806,100	387,250	1,643,350
Barley, bus.	333,400	121,200	413,000	71,600
Rye, bus.	15,600	28,800	22,800	21,600

**WICHITA, KAN.**—Reported by R. B. Waltermire, secretary of the Board of Trade:

	1919	1918	1919	1918
Wheat, bus.	433,200	225,200	125,600	12,800
Corn, bus.	135,000	549,600	37,800	387,000
Oats, bus.	140,000	281,500	110,000	165,000
Kaffir Corn, bus.		35,200		21,000
Rye, bus.		84,000		84,000
Cane Seed, lbs.		8,000		8,000
Barley, bus.	21,000		18,000	

## FIELD SEEDS

### REQUIREMENTS OF COLORADO PURE SEED LAW

The Colorado Pure Seed Law requires that all field seed be tagged, giving the following information:

1. Kind of seed.
2. Variety of seed.
3. Percentage of purity.
4. Percentage of germination.
5. Date of germination test.
6. Where grown.
7. Name and number per pound of each kind of noxious weed seed in excess of 90 seeds per pound.
8. Name and address of salesman.

Selling field seeds not fully tagged in accordance with the above requirements is a violation of the Colorado law, and makes the seller liable to prosecution.

### SEEDS FIRMER IN NEW YORK

BY C. K. TRAFTON

Although there has been some irregularity in the New York seeds market, the general tendency recently has been upward. The strength was especially noticeable in red clover, largely in keeping with advices from the West where stocks have been inadequate and demand brisk at strong prices. In Eastern territory, as well as in the West, the use of red clover as a fertilizer by farmers has become more general owing to the practical elimination of potash and nitrates. Buying for export to Europe has been on a fairly large scale, but the continued lack of tonnage has restricted shipments.

The export movement has also been hindered by the strike among harbor laborers, which has delayed the loading of many vessels and prevented the clearance of many already loaded. In contrast with red clover, timothy has been in liberal supply and at relatively low prices, but nevertheless, demand has been disappointing. Farmers in the East seem disinclined to use timothy and alsike extensively for fertilizer as a substitute for red clover, as many Western farmers are doing. The shortage of ocean freight space has interfered seriously with business for export, although fairly large orders have been received. The outlook, however, is considered good, especially if the marine strike is settled speedily, as tonnage is becoming more plentiful.

### NEW SEED TRADEMARKS

Recently the following new seed trademarks have been published in the *Official Gazette* of the United States Patent Office: "Acme" seeds. The J. Chas. McCullough Seed Company, Cincinnati, Ohio. Filed September 6, 1917. Serial No. 106,096. "Big Country Store" field, flower and vegetable seeds. H. W. Cordinier & Sons Company, Troy, N. Y. Filed September 26, 1918. Serial No. 113,429. "Radio" field, garden and flower seeds. John A. Salzer Seed Company, La Crosse, Wis. Filed November 26, 1918. Serial No. 114,385. "Alpha" field seeds. The Atlantic Seed Company, Inc., Philadelphia, Pa. Filed December 9, 1918. Serial No. 114,552.



Ser. No. 114,552.

**Acme RADIO**

Ser. No. 106,096.

Ser. No. 114,385.



Ser. No. 113,429.

try Store" field, flower and vegetable seeds. H. W. Cordinier & Sons Company, Troy, N. Y. Filed September 26, 1918. Serial No. 113,429. "Radio" field, garden and flower seeds. John A. Salzer Seed Company, La Crosse, Wis. Filed November 26, 1918. Serial No. 114,385. "Alpha" field seeds. The Atlantic Seed Company, Inc., Philadelphia, Pa. Filed December 9, 1918. Serial No. 114,552.

### SEED LOANS IN CANADA MAY CEASE

The Alberta Government intends to give up the system of making seed grain loans to farmers at the earliest opportunity. This was the intimation conveyed by several members of the provincial cabinet to members of the executive council of the United Farmers of Alberta recently. There was a meeting of the cabinet to discuss the presentation of resolutions adopted at the recent United Farmers Association convention.

The seed grain resolution adopted by the convention.

[CONTINUED ON PAGE 680]



# A Lever Long Enough— A Proper Fulcrum and You'll Move the Earth



**M**ANY years ago Goodrich decided to make Quality the lever and Goodwill the fulcrum—a decision which made the Goodrich of today a prime mover in the World's Rubber Industry, for now wherever Rubber is used, the name of Goodrich is known and respected.

Goodrich Grain Elevator Belting is known and respected also in the Grain Trade. Millions of bushels of golden grain pass over Goodrich Belting en route to hungry mouths the world over.

Goodrich make highest grade Rubber Products for every Trade and Purpose. Transmission Belts. Hose of every kind. Packing. Hard Rubber Goods, Wires and Cables, Waterproof Clothing, Pneumatic Tires, Solid Truck Tires, and Molded Rubber of every description.

Why not put your next elevator Belt proposition up to Goodrich experts. They understand the requirements of the Grain Trade. Their service is entirely without obligation. The experience they have had with many Grain Elevator installations may be greatly to your advantage.

THE B. F. GOODRICH RUBBER COMPANY  
The City of Goodrich—AKRON, OHIO

# GOODRICH

## RUBBER GOODS



## FIELD SEEDS

[CONTINUED FROM PAGE 678]

tion was the first one discussed, and while there was some division of opinion, the majority of the Government cabinet seemed inclined to the idea that the sooner the Government got away from the system of giving aid to farmers who could not succeed, the better. The idea was that except in cases of real emergency, if a farmer could not stand on his own feet, it would be best for him to get out of the business. It was stated, however, that some provision will be made for a measure of relief this year, and the amendments presented by the convention will be given further consideration.

### TOLEDO SEED

"Toledo will continue to handle seeds by the bushel," say J. F. Zahm & Co., of Toledo, Ohio, in one of their recent *Red Letters*.

"Directors of the Exchange so decided yesterday. Some here were in favor of adopting the Central System but the big majority were not.

"Numerous letters on the proposition have been received from outside dealers. Because of seeds being handled by the hundred pounds in other markets, it was suggested that Toledo do the same; but the majority of letters mentioned the fact that Toledo had become a very important seed market, had always traded in bushels and that no change be made.

"The installing of a seed laboratory is being considered. The Exchange feels as though this is a necessity, and a committee is working on the proposition."

### CANADIAN ELEVATORS BEING USED FOR SEED

BY EARLE W. GAGE

The Seed Purchasing Commission of Canada has been using for seed purposes, the Government elevators at Calgary, Saskatoon, Moosejaw, Transcona, Port Arthur and Quebec. All of these elevators are well equipped with the best modern machines for seed and grain cleaning. In addition special equipment was installed recently for seed-cleaning work at the expense of the Board of Grain Commissioners, of which George H. Clark is chairman. This is more especially true of the Calgary elevator, which is equipped for the handling of timothy seed.

The Seed Control Act authorizes the Governor in Council to make regulations. Based on this Act Orders in Council have been passed fixing the quality of seed of the various kinds of cereal grains. The wording of these seed grades conforms as closely as possible to the grades of grain as defined in the Canada Grain Act.

The seed inspectors operate at each Canadian Government elevator where seed grain is being handled. They work only on samples drawn ac-

cording to law by grain inspectors, who operate under the Canada Grain Act. They accept for seed carloads of grain in an uncleaned condition, which, according to their estimate, may be cleaned to conform with the standards of quality fixed by Order in Council, and issue a certificate for carlots accepted. This certificate is given to the grain inspector, and is made supplementary to the grain inspection certificate. All of the recleaned seed when shipped out is again inspected by the seed inspector, who issues a certificate which is used in the trade in a manner similar to the regular grain inspector's certificate.

This service has been continued as a measure of co-operation between the Board of Grain Commissioners and the Seed Branch of the Dominion Department of Agriculture during the past three years, and has worked smoothly and satisfactorily to all. The result has been to create in the Canadian Government elevators a large supply of commercial grain of outstanding purity and vitality and suitable for seed purposes.

Only in the case of wheat are varieties kept separate. In practice only the Marquis wheat is kept for seed purposes, for the reason that other varieties of wheat of a purity that would conform to the standards of quality demanded are not generally available in carlots. No. 1 seed oats may not be true to any variety, but may include many of the varieties grown in Western Canada.

The service of seed inspectors at the Government elevators are available to farmers, seed merchants, or grain dealers on the same basis as for the Seed Purchasing Commission, and although the greater part of the seed grain inspected by them during the past two years has been purchased and sold by the Seed Purchasing Commission, a great deal of the grain inspected by them and shipped out under seed certificate was owned by private individuals.

### SEED OUTLOOK IN EUROPE

A recent survey in Great Britain of the seed situation there shows that with but few exceptions the quantity of each of the kinds of agricultural and garden seeds available this season is greater than that available last season. Even in the case of red clover seed, Great Britain's supply seems to be in excess of its own planting requirements, and some of the French and Italian seed that had been imported to Great Britain is being exported.

Letters and cablegrams from the representatives of the United States Department of Agriculture, who have been in Europe for the past two months, do not indicate that there will be an early active demand in England for any of the seeds commonly exported by the United States, except meadow fescue seed. It is possible that Russia and a few of the other countries might need a considerable quantity of our seeds, but by the time transportation, monetary, and other difficulties clear up it is thought that European surpluses of various kinds of seeds gradually will filter into Russia and elsewhere, thereby leaving no appreciable opening for American seed.

It is understood that the acreage planted to root crop seeds in England is larger than usual, but some of these crops have suffered somewhat from unfavorable weather, which also has had its effect on delaying the threshing of some of the important vegetable seed crops.

Half interest in the Iowa Seed Company at Des Moines, Iowa, has been purchased by Chester Shive.

The wholesale and retail seed, feed and flour business of R. D. Turman & Co., at Poteau, Okla., has been purchased by Judd & Lewis.

P. B. Offutt, L. B. Hickey and J. L. Zimmerman have incorporated at Oklahoma City, Okla., as the State Seed Company. The capital stock of the firm is \$10,000.

Onnie Laughan is president; C. V. Glenn, secretary of the Dixie Seed & Feed Company of Lynchburg, Va. The capital stock of the company is \$15,000. The company will conduct a wholesale seed and feed business.

A site of ground in Louisville, Ky., has been purchased by the Louisville Seed Company. The site is improved with a modern warehouse. Adjoining this warehouse is ground upon which may be built later on a new warehouse. The warehouse has a total of 90,000 square feet.

The announcement has been made of the opening of a free seed testing station which will serve the farmers of Alabama, Mississippi, Florida, Louisiana, Texas and New Mexico, at the Agricultural and Mechanical College of Texas at College Station, Texas. This seed testing laboratory will work in conjunction with the United States Department of Agriculture.

[FIELD SEED NOTES CONTINUED ON PAGE 682]

## HAY, STRAW AND FEED

### HAY RECEIPTS LIGHT

Mullally Hay and Grain Company of St. Louis, Mo., says in late market letter: "The continued light receipts of hay has reduced the stock on hand here to a great extent and most buyers will be obliged to supply their wants from the fresh arrivals which no doubt will cause a continuous good demand for some time at least. Shippers that have hay on hand should make a special effort to get it on this market promptly and take advantage of the prevailing prices which are considerably better than they will be later on."

### ST. LOUIS HAY MARKET

In their letter of March 12 Toberman, Mackey & Co. of St. Louis, Mo., advise: "The receipts of hay have been a little heavier; however, no heavier than we were looking for. Market is steady on all grades of hay and a right good demand locally and also out of town. We are looking for a good firm market all during the week and, for that matter, during the month. Demand especially is good for the better grades of timothy, light mixed and clover. Think you will get no better time to move your hay than during March.

"Alfalfa firmer and scarce, especially on the good stuff. No choice prairie on the market—urgent demand for a few cars; other grades steady."

### EARLY LOSS RECOVERED IN NEW YORK HAY MARKET

BY C. K. TRAFTON

For a short time following the writing of our last report a slightly easier feeling prevailed in the New York hay market. This tendency could not be ascribed to any especially depressing development in regular trade conditions. Indeed, it was traceable almost wholly to the widespread agitation against high costs of all commodities. Because of this agitation buyers were generally scarce and timid, and in an effort to stimulate business numerous holders shaded prices somewhat.

Subsequently there was a sharp reversal. Although it was true that the fight against high prices

had induced some farmers and interior holders to name concessions, it was evident that the majority had not been affected. As a consequence, receipts remained small, instead of increasing as many buyers had anticipated. Hence the latter displayed more eagerness to secure supplies.

They found the offerings of choice descriptions especially meager, there being little or no No. 1 Timothy and only small quantities of No. 2. Practically all the arrivals were No. 3 or worse, and hence the premiums ruling on the top grades became still wider. This was especially true of the Brooklyn terminals, where there was frequently no No. 1 whatever. In fact, buyers there have found it virtually impossible to secure anything better than No. 2 for the past two or three months. The late strength was partly traceable to the strike among harbor laborers, which made it impossible for a time to deliver hay from terminals.

Early in the month conditions in the straw market remained unsatisfactory, buyers continuing to show little interest in spite of the lower prices named by shippers. Subsequently there was a radical change. Receipts were decidedly light, while demand was more active and prices advanced rapidly.

### CLOVER AND TIMOTHY IN U. S.

Estimates made by the Bureau of Crop Estimates of the United States Department of Agriculture show that more than one-half of the hay made in this country is of clover and timothy. Clover consists of 14.9 per cent of the total of all varieties of hay; timothy 18.1 per cent and the two combined in the same crop, 18.3 per cent.

Statistics compiled by the above mentioned Bureau also show that more than three-quarters of the hay in most of the Northern States east of the longitude of western Iowa is of clover and timothy, raised singly and in combination. Maine is listed as having 86 per cent; Pennsylvania, Maryland and Michigan each 88 per cent; Ohio and Indiana, each 92 per cent; Iowa, 86 per cent.

Alfalfa is localized more west of the longitude of western Iowa, but not including Texas. Arizona and Utah seem to specialize in alfalfa, each with

# SEED

We buy and  
sell all varieties  
of grass and  
field seeds

The Albert Dickinson Co.  
MINNEAPOLIS CHICAGO



65 per cent; Wyoming, 60 per cent; Colorado, 57 per cent; Nevada, 55 per cent; Idaho, 49 per cent, and so down with Nebraska running least of all with 34 per cent. In the last mentioned state wild hay is one-half of the crop.

About 5.9 per cent of the hay of the United States is constituted of grains cut green for hay. The practice of cutting the grain in this condition for hay is especially prominent in the Pacific Coast States, Idaho, Arizona, New Mexico, Oklahoma, Texas, Alabama, Georgia, South Carolina. Millet hay is noticeable in North Dakota and Tennessee where 14 and 11 per cent respectively of all hay is of this kind. The fraction for the entire United States is 3.2 per cent.

## RULES FOR MEASURING HAY

The Agricultural Experiment Station in the state of Colorado in a recent bulletin advises the trade of several points which should be kept in mind when buying or selling hay. Two points are to be considered in the measurement of hay: The number of cubic feet required to make a ton and the method of determining the number of cubic feet in a stack.

The following table gives the number of cubic feet required to make one ton of alfalfa at various seasons of settling, these figures being accepted as fair amounts to allow for a ton.

No. of days in stack	No. of cubic feet per ton
30	560
60	540
90	512
120	485
Late winter	450

Native hay packs more closely, the usual figure being 422 cubic feet for one ton in a well settled stack.

There are three general methods of arriving at the number of cubic feet in the stack. All three methods require the width, length, and over-measurement. The latter is the distance from the ground on one side, straight over the top to the ground.

J. W. Rackley has opened a feed, flour and produce business at Dustin, Okla.

A feed and flour business will be conducted at Pine River, Minn., by S. A. Dalton.

A feed store has been opened at Ola, Ark., by Harris Tippin & Co., of that city.

L. C. McMillen, Murray Eisfelder, G. J. Fredericks, Jr., A. L. Hess and A. C. Gale have incorporated at

Cincinnati, Ohio, as the Gale McMillen Hay Company. The capital stock is \$25,000.

The Steele Feed Establishment at Moberly, Mo., has been purchased by C. Richardson.

A wholesale feed business has been opened at Fredericktown, Mo., by Wm. Newberry.

The Welch Wholesale Flour & Feed Company has been incorporated at Welch, W. Va., capitalized at \$50,000. C. D. Brewster, J. B. Johnson, C. W. Howard, T. R. Crumpler and Jas. Ricci are the in-

corporators. The company will conduct both a wholesale and retail feed and flour business.

Geo. Douglas of Hensall, Ont., has sold his feed and flour business to Robt. J. Patterson.

T. H. Hunt of Tillsonburg, Ont., has disposed of his feed and flour business to Chas. H. Fisher.

A wholesale and retail feed business has been opened at Harlan, Ky., by the Jones Bros.

Geo. A. McDowell & Co., of Toronto, Ont., have sold out their feed and flour business there.

Fred Cloutier & Son succeed W. W. Finch & Co., feed and flour dealers of Broadalbin, N. Y.

E. O. Murray's feed business at Logansport, Ind., has been taken over by Murray & Dawson.

The feed business of Fred Dunkel at Rice, Minn., has been disposed of by him to Fred W. Trabant.

The feed and flour business of the Fisher Bros. at Schenectady, N. Y., has been moved to Carmel, N. Y.

The property of the Range Flour & Feed Company at Ironton, Minn., has been purchased by the Tanner Bros.

M. W. Lawrence sold his feed business at Auburn, Wash., to the Lewistown Milling Company of Lewistown, Idaho.

The Jasonville, Ind., feed and flour business known as the Indiana Flour & Feed Company has been moved to Marion.

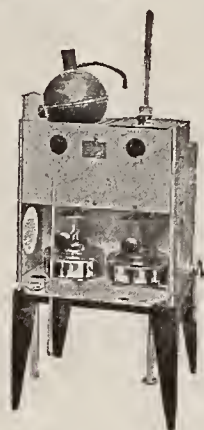
C. J. Shipley and H. Hasperson have organized at Kelso, Wash., as the Kelso Feed & Fuel Company. The firm will build a warehouse and install a feed mill.

W. R. Chichester, W. H. Mott and D. G. Homan have incorporated at Eastport, L. I., as the Suffolk Feed & Supply Company, Inc. The company is capitalized with stock of \$200,000. The firm will deal in feed, poultry, food and farm products.

To conduct a wholesale and retail feed business the Tug River Feed Company was recently incorporated at Williamson, W. Va. The company is capitalized at \$75,000. W. F. Hutchinson, C. H. Davis, G. W. Sellards and W. L. Stinson are interested.

Efforts are being made to organize a hay association in Canada. It is believed that such an organization working in co-operation with the National Hay Association and the various state associations in the United States could be of material benefit to Canadian hay dealers.

## SPRING TROUBLES



Your Elevator needs this Spring Tonic to prevent those Heavy Losses on Damp, Heated and Rejected Corn. The Flint-Brown-Duvel Moisture Tester will tell you the Moisture content of your Corn and you can handle it accordingly.

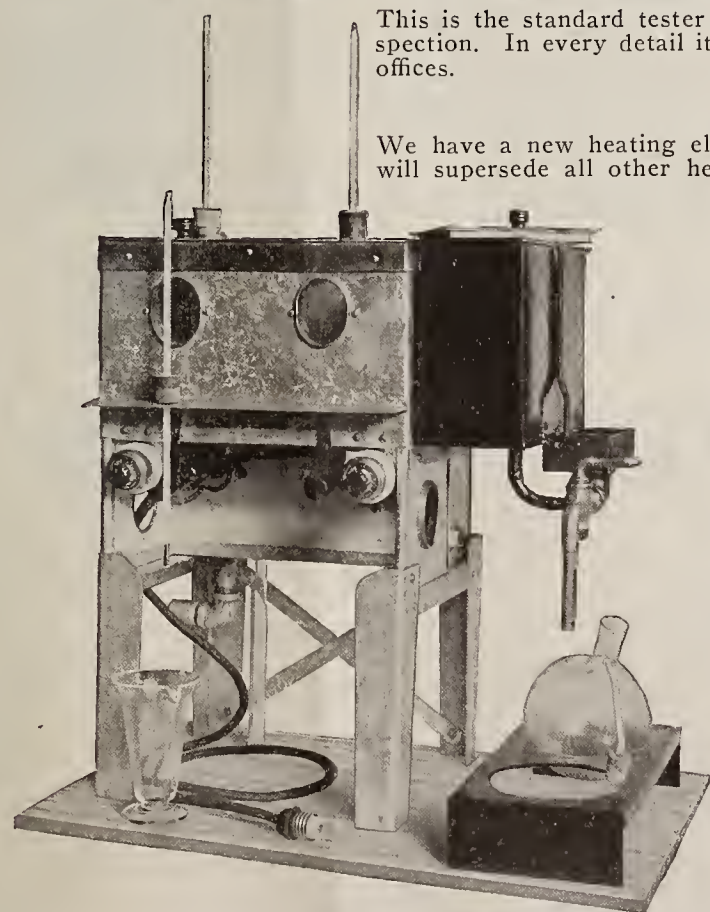
DON'T GET CAUGHT. Profits on Grain are small enough—order a Tester now and Play Safe.

Have you had our Booklet?

**DE ROO GRAIN LABORATORIES**  
Flint, Mich.

A L F A L F A	<b>ALFALFA</b>	A L F A L F A
	We are the Largest Distributors	
	of ALFALFA in	
	<b>GREATER NEW YORK</b>	
	Shippers who have Alfalfa Hay to dispose of, if they will communicate with us we will provide a satisfactory outlet.	
A L F A	<b>ALFALFA</b>	A L F A
	<b>W. D. Power &amp; Co.,</b> 12-15 N.Y. Hay Exchange NEW YORK	

## The Official BROWN-DUVEL Moisture Tester with glass flasks :: or copper ::



This is the standard tester prescribed in Bulletin 72, Department of Agriculture, and in the Federal Grain Rules of Inspection. In every detail it conforms to the specifications, and is of the type used in all Government grain inspection offices.

### It is HEATED ELECTRICALLY

We have a new heating element, our own design, which is so simple and convenient, so free from fire hazard that it will supersede all other heaters, with liquid fuel, for testing purposes.

### Its points of merit are

1. **SIMPLICITY.** When a coil burns out, as all coils will, pull off the connector body; lift out the heating plate, which is then free. Turn two screws and the burnt coil will drop out. A new one is inserted, the screws turned up, and the job is done. The element is not even taken apart for the purpose, and the expense involved is just **TEN CENTS.** No delay, no inconvenience.
  2. **EASY REGULATION.** The heat is regulated just like a lamp; the turning of a thumb-nut raises or lowers the temperature just as you want it.
  3. **LOW COST.** A new heater costs \$1.00; a new coil 10 cents.
  4. **ADAPTED TO ANY VOLTAGE** and quickly changed from one voltage to another, such as lighting (110V) or power (220V) current, by the change of a screw.
  5. **SAFER AND MORE CONVENIENT** than alcohol or gasoline, and cheaper.
- The tester is made throughout of smooth steel, galvanized to prevent rust. The glass-ware is of the best quality obtainable and accurately calibrated. Heat and oil resisting stoppers are supplied. The thermometers are guaranteed correct. Each tester is equipped with a strainer oil-tank, with **SELF-MEASURING FAUCET**, delivering 150 CC of oil at each discharge, which has no valves or adjustments to get out of order and leak.

No electric tester was ever so good nor sold so low. Our prices, which include all accessories and one gallon of testing oil, are as follows, f. o. b. Chicago:

One flask.....	\$25.00	Four flasks.....	\$65.00	} A liberal discount for quantity orders or for resale.
Two flasks.....	40.00	Six flasks.....	90.00	

We supply gas or alcohol burners if electric current is not available. We will equip your old tester with these new electric heaters for \$3.00 per burner, including wiring, you to pay transportation charges both ways. In sending testers to be changed over, do not send any glassware, accessories, or water tank; just the heater body. We carry a **COMPLETE LINE OF ACCESSORIES** for testers at lowest possible prices. We still supply the Hess Improved Tester, with copper flasks, for gasoline, gas, alcohol or electricity. **ASK FOR FULL INFORMATION.**

**HESS WARMING & VENTILATING CO.**

**1210 Tacoma Building., Chicago, Ill.**

# HESS DRIERS

More are in use, and more are sold yearly, than all other makes combined. There's a reason—a **GOOD ONE.**



## FIELD SEED NOTES

A seed store has been opened at Waupaca, Wis., by S. J. Danielson.

A grain seed warehouse costing \$20,000 is to be erected soon at Kelowna, B. C.

Larger quarters are now occupied by the Dehner Seed & Supply Company of Burlington, Iowa.

A retail seed store is to be opened at Evansville, Ind., for the Standard Seed Company. D. E. Peck is manager of the company.

The seed business of the Bowman Bros. at Logan, Kan., is now to be conducted as the Bowman Bros. Seed Company with its location at Concordia, Kan.

A. A. Thompson has sold out the Eastern Seed Company of Corpus Christi, Texas, to Chas. Taylor and Curtis Clark. The new owners will continue operations under old name.

A new retail seed store has been opened at Nashville, Tenn., for the Hudmon Seed Company of which T. S. Hudmon is proprietor. New and modern fixtures have been installed. The company handles a general line of seeds.

J. C. DeFoor's interest in the Letton-DeFoor Seed Company of Atlanta, Ga., has been purchased by W. H. Letton. Mr. Letton now controls the entire company and will continue it as W. H. Letton, Seedsman. Mr. DeFoor retired because of other interests and ill health.

P. T. Andrews and T. H. Andrews have organized at Sherman, Texas, as the Andrews Seed & Grain Company. They were both formerly connected with Pittman & Harrison Company. The new company is to handle field and garden seeds, hay, grain and poultry supplies.

**White Clover**

**Orchard Grass**

**Tall Meadow Oat Grass**

**Rye Grass**

**WM. G. SCARLETT & Co.**  
**BALTIMORE, MD.**

## Grain and Seeds

### FOR SALE

Japanese Clover Seed. Car lots or less, wholesale. COLE SEED SAVER COMPANY, Newbern, Tenn.

### FOR SALE

Recleaned and tested seeds: Alfalfa, \$9.00 bushel; Kaffir, \$2.50; Amber Cane Seed, \$2.00; Sumac, \$3.50; Schrock, \$3.25; Seed Corn, \$3.00; Millet, \$2.00; Hungarian Millet, \$2.25; sacks free. We ship everywhere. MEIER GRAIN COMPANY, Russell, Kan.

REGISTERED BRANDS



### MINNEAPOLIS SEED CO.

WHOLESALE FIELD SEEDS

**HARDY NORTHERN GROWN SEEDS**  
**OUR SPECIALTY**

BUYERS, RECLEANERS, SELLERS

ASK OUR BIDS BEFORE SELLING

WRITE OR WIRE FOR SAMPLES AND PRICES

**TIMOTHY, CLOVERS, MILLETS**

GRASSES, FORAGE SEEDS, SEED GRAINS,  
PEAS, BEANS AND SCREENINGS.

P. O. ADDRESS: LOCK DRAWER 1546

OFFICES: 3444 RAILROAD AVE. SO.

SEED ELEVATOR & WAREHOUSES: 34TH TO 35TH STS. & R. R. AVE. SO.  
GRAIN ELEVATORS & WAREHOUSES: 35TH TO 37TH STS. & R. R. AVE. SO.

**MINNEAPOLIS, MINN.**

## SEEDS Grain, Clover and Grass Seeds

**CHAS. E. PRUNTY**

7, 9 and 11 South Main St. SAINT LOUIS

## A. W. SCHISLER SEED CO.

LET US KNOW YOUR WANTS IN  
FIELD AND GARDEN SEEDS

Office: 704-6-8-10 North 4th St.

ST. LOUIS, MO.

Track Warehouse: S. W. Cor. Collins and Biddle

## KELLOGG SEED CO.

186-194 FLORIDA STREET : MILWAUKEE, WIS.

**CLOVER, TIMOTHY**  
**:: GRASS, SEEDS ::**

Please Figure with Us, when you wish to Buy or Sell



## SELL SEEDS THAT GROW

The importance of continuing to keep production at a maximum is equally as urgent now as at any time in the past. This makes it incumbent upon seedsmen to supply their customers with high quality GRASS SEEDS, FIELD SEEDS and SEED GRAIN. Selling seeds of HIGH PURITY and STRONG GERMINATION is of vital importance to all concerned. Follow the principle of "Safety First" and order

## PURISCO BRAND SEEDS

as early as possible to insure prompt shipment. Quotations and samples upon request.

### BUYERS and SELLERS

Timothy	Alsike	Blue Grass	Sunflower	Sowing Rape
Red Clover	Sweet Clover	Red Top	Orchard Grass	Rye Grass
White Clover	Hungarian	Millets	Alfalfa	Field Peas, Seed Grain, etc.

ASK FOR SAMPLES AND PRICES OF PURISCO WHITE SEED OATS AND SEED BARLEY

Our present stocks permit the offering of special values in various grades of Alsike, White Clover, Timothy and Alsike mixed and other mixtures for pastures.

Encourage the planting of Field Peas by your farmers where high-grade green fodder or nutritious hay is desired. Field peas are also an excellent fertilizer and enricher of the soil.

We will be pleased to furnish samples and prices of our Lawn Grass Seed, several brands, upon request.

## THE ILLINOIS SEED COMPANY

349-369 E. North Water Street

CHICAGO



## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### FOR SALE

One brand new No. 0 Peerless Automatic Scale. M. C. ALBRECHT, care E. T. Denton Grain Company, Box 696, Denton, Kan.

## ELEVATORS AND MILLS

### FOR SALE

Grain elevator for sale. Also three fine business lots and 40-acre farm with fine residence. E. HAUTERBROOK, Green Bay, Wis.

### FOR SALE

A 500,000-bushel elevator fully equipped with corn dryer. Well established grain business in heart of winter wheat belt. Price \$140,000. Reasonable terms to right party. WINTER WHEAT BELT, Box 3, care "American Elevator and Grain Trade," Chicago, Ill.

### FOR SALE

Elevator and malting plant located at Davenport, Iowa. Grain elevator 220,000-bushel storage capacity. Malt house 1,800-bushel daily capacity. Situated on the C. R. I. & P. Ry. tracks, and C. M. & St. P. and C. B. & Q. Roads are available. Transit privileges are granted for Eastern and Southern points, and the location is very favorable for distribution of feeds and grain to these points as well as to the central feeding district. The location is in one of the best farming districts. Plant is in good physical condition and was operated until malt was prohibited. For particulars apply to DAVENPORT MALT & GRAIN COMPANY, Davenport, Iowa.

## BAGS

### FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

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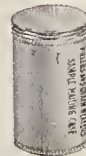
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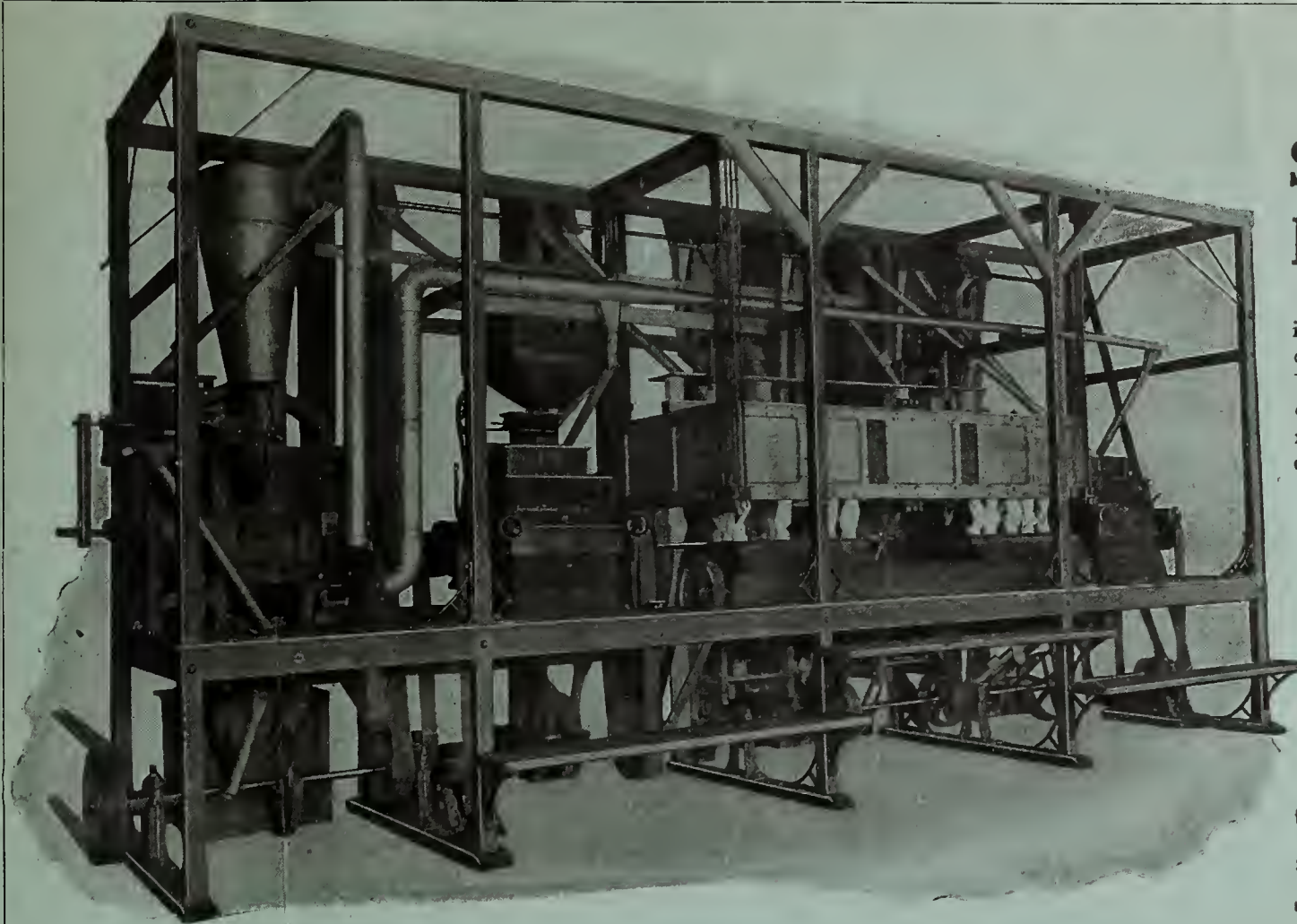
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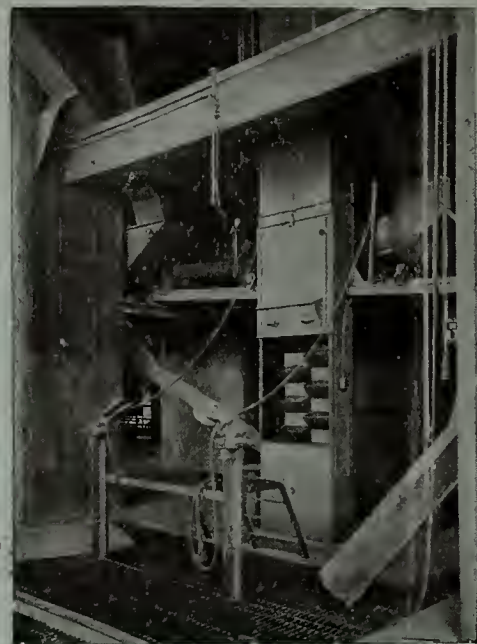
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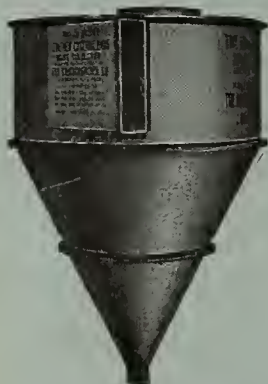
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